COMMERCIAL CAR JOURNAL

with which is combined Operation & Maintenance

Reg. U. S. Pat. Off.

Entered as second-class matter at the Post Office at Philadelphia, Pa., under Act of March 3, 1879

Vol. XLVII Philadelphia, June, 1934 No. 4

EDITORIAL DEPARTMENT
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FEATURE ARTICLES

DEPARTMENTS

Published Monthly by
CHILTON COMPANY
Chestnut and 56th Streets, Philadelphia, U. S. A.

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SUBSCRIPTION RATES: United States and United States Possessions and all countries in the Postal Union—$1.00 per year. Canada and Foreign—$2.00 per year. Single copies 25 cents.

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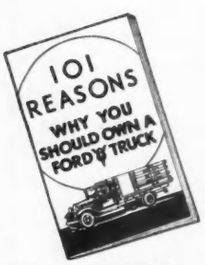

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FORD TRUCK PRICES HAVE NOT BEEN INCREASED

New Truck Sales by Makes

Registration Figures Show Gain of 148 Per Cent in First Four Months. Production is 162 Per Cent Ahead

THE big gains in new truck registrations were continued in April. Sales reached a total of 38,882. This bettered the March mark of 33,894, and was a 125 per cent improvement over April of last year.

At the end of the first four months of this year the industry had registered 120,155 new units, an increase of 148 per cent over the same period of 1933.

While no official figures are yet available, indications from the field are that May sales, while considerably better than those for May, 1933, were slightly under the sales for April of this year. The statistician's round-number estimate for May is 37,000. A seasonal recession is likewise forecast for June.

THE outstanding performer in the truck field continues to be Dodge Brothers. The aggressive sales policy of this company, combined with products whose styling struck the popular fancy, has resulted in a phenomenal, 568 per cent increase in sales.

Chevrolet continues to lead the field with 49,797 units sold during the first four months. This is a gain of 131 per cent over last year.

Ford trails the leader by some 15,000 units but appears to be closing in. Ford's improvement over last year totals 179 per cent. This is not the only evidence that the gap between it and the leader is being closed. There is more significant proof in the fact that while in April Ford was making a 52 per cent gain over March and reaching a total of 13,167, Chevrolet suffered a loss of 62 units, the April total being 15,050 as compared with 15,112 for March.

International Harvester holds fourth place with a gain of 88 per cent for the first four months.

THE big four accounted for 90 per cent of the total new registrations in the first four months, which is a gain over the 85 per cent in the same period last year.

Among the other makers White and Reo made decided improvements with gains of 178 per cent and 154 per cent respectively. At the rate Reo is going it stands a good chance of taking sixth place away from Diamond T, which has made an unusual showing during the past 12 months.

TRUCK production in April showed a gain of 146 per cent over April, 1933, and about a 20 per cent gain over March of this year. The April production figure was 70.720 units.

Output for the first four months was 223,733, a gain of 162 per cent over the 85,350 produced in the first four months of last year.

BEGINNING with this issue, Commercial Car Journal resumes publication of monthly new truck registrations by makes. This service, interrupted when economies were compulsory in all lines of business, will be a regular monthly feature from now on.

The latest complete figures for the entire United States are those for the month of April. This represents a lag of a full month. The lag is unavoidable because of the huge amount of work involved in getting the registration figures from the 48 states and the District of Columbia.

New Truck Registrations by Makes by Months

	Autocar	Brockway	Chevrolet	Diamond T	Dodge	Federal	Ford	F. W. D.	G. M.	Indiana	International	Mack	Reo	Sterling	Stewart	Studebaker	White	Willys-Overland	Miscellaneous	Total
January.....1934	79	91	8,917	406	2,581	120	6,650	15	555	80	2,284	161	289	9	61	98	204	2	301	22,903
January.....1933	47	39	4,884	205	360	52	3,734	12	344	80	983	79	137	12	29	134	207	26	345	11,709
February.....1934	58	81	10,718	420	2,723	121	6,459	9	453	57	2,150	144	339	14	60	109	300	5	256	24,476
February.....1933	41	42	4,645	174	348	58	2,185	1	271	64	1,126	62	151	8	31	152	116	22	210	9,707
March.....1934	64	117	15,112	501	4,154	170	8,642	6	717	61	2,841	145	461	10	67	126	391	2	307	33,894
March.....1933	45	51	4,749	202	489	54	2,037	2	318	77	1,201	55	132	5	32	101	97	24	263	9,934
April.....1934	88	104	15,050	534	4,367	178	13,167	13	839	64	2,729	206	527	4	90	123	494	2	303	38,882
April.....1933	76	97	7,299	362	870	103	4,556	8	644	120	2,021	137	216	12	40	180	81	39	440	17,301
4 Months.....1934	289	393	49,797	1,861	13,825	589	34,918	43	2,564	262	10,004	656	1,616	37	278	456	1,389	11	1,167	120,155
4 Months.....1933	209	229	21,577	943	2,067	267	12,512	23	1,577	341	5,331	333	636	37	132	567	501	111	1,258	48,651
4 Months..% Gain	38	72	131	97	568	120	179	87	63	-23	88	97	154	0	110	-20	178	-90	-7	148

— = decrease.

Safety Group Snubs Trucks

National Congress Rejects Uniform Gross Weight Proposal and Okays Substitute Promoting Chaos

By GEORGE T. HOOK

Editor, Commercial Car Journal

THE National Conference on Street and Highway Safety held its fourth meeting in Washington, D. C., last month, and if a lowly pedestrian had strayed into the auditorium of the U. S. Chamber of Commerce Building between the Latin on the ceiling and the Greek coming from the platform he would have had good reason to wonder what it was all about.

Because it remains a fact—although realization of it does not seem to be general—that the conference, while originally designed to promote street and highway safety, is being detoured into byways and alley-ways that have little to do with the original design. It may be that, like Topsy, the safety conference's interests "just grew," but Topsy seems to be expanding into a Kate Smith and is in danger of getting out of hand.

The conference, as it revealed itself in committee and general sessions, has a decided uniformity complex. There were some meek protests about this from the floor, but in this case the meek inherited only a calloused audience.

THERE can be no dispute that the economic benefits of uniform traffic legislation are worth striving for, and that some of the so-called uniform legislation is not unrelated to safety. But it is apparent to many that, under the white flag of safety the conference has engaged in some negotiations which are not only highly controversial but which do not concern safety even remotely.

After 10 years of development perhaps the time is ripe for the conference to critically appraise its accomplishments, its tendencies and its ideals. If these ideals embrace uniform highway legislation, well and good. In that case the conference should begin by changing to a banner which will not misrepresent its aims, and act consistent with those aims.

The important obsession was apparent in the "model" laws discussed, revised and approved, to wit: Uniform Motor Vehicle Administration, Registration, Certificate of Title and Anti-Theft Act; Uniform Motor Vehicle Operator's and Chauffeur's License Act; Uniform Motor Vehicle Civil Liability Act; Uniform Motor Vehicle Responsibility Act; Uniform Act Regulating Traffic on Highways.

IN the latter instance the conference not only ventured into strange waters but picked up a Jonah in the shape of uniform gross vehicle weight recommendations for trucks. The result was violent internal disorder that lasted three days and was subdued on the fourth with a rather silly sedative. Silly

The Conference Rejected This Weight Proposal

All automotive interests supported the following gross vehicle weight proposal as being in the best interests of uniformity.

The gross vehicle weight of any vehicle or combination shall not exceed either the sum of the allowable axle weights (16,000 lb. on high-pressure pneumatic, solid or cushion tires, and 18,000 on low-pressure pneumatics) or the gross weight dependent upon the length as given in the following table, the lower prevailing:

Length Feet*	Max. Gross Wt. Lb.	Length Feet*	Max. Gross Wt. Lb.
10	35,000	26	46,200
12	36,400	28	47,600
14	37,800	30	49,000
16	39,200	32	50,400
18	40,600	34	51,800
20	42,000	36	53,200
22	43,400	38	54,600
24	44,800	40	56,000

***Between centers of first and last axles.**

The above table is derived from the 700 (L plus 40) formula adopted by the American Association of State Highway Officials for protecting bridges from excessive loads.

The Conference Adopted This Weight Proposal

Axle loads limited to 16,000 lb. on high-pressure, cushion or solid tires, and 18,000 lb. on low-pressure pneumatics.

Subject to axle load limits, each state shall write its own rules regulating gross weights of vehicles and combinations.

The following proposals were also adopted:

Dimension limits adopted were as follows: Height, 12 ft. 6 in.; width, 96 in. with 6 in. extra allowed on dual tire changeovers; length, 35 ft. for a single unit which is defined to include tractor and semi-trailer, and 45 ft. for two units.

Service brakes must be able to stop the vehicle from 20 m.p.h. in 30 ft. and hand brakes in 55 ft.

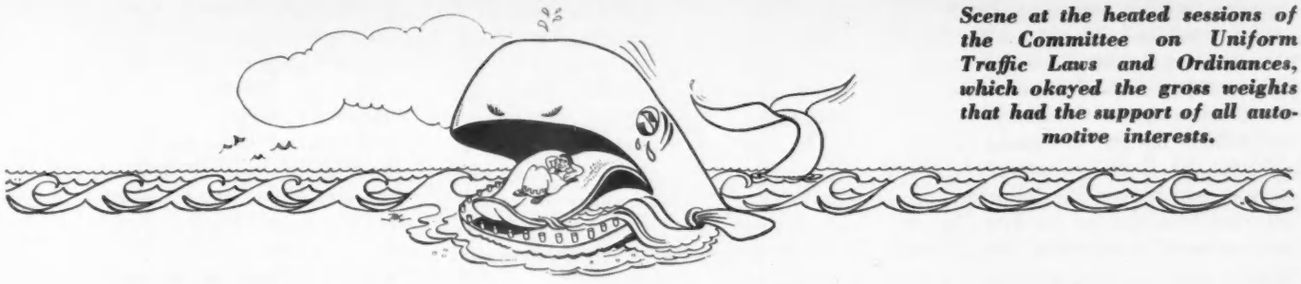
Trailers and semi-trailers weighing more than 3000 lb. gross must have brakes on all wheels.

Comprehensive new regulation covering marker lights and reflectors for commercial vehicles.

All cars and trucks must have rear red reflectors.

Flares or approved substitutes must be carried outside city limits.

Scene at the heated sessions of the Committee on Uniform Traffic Laws and Ordinances, which okayed the gross weights that had the support of all automotive interests.



because while declaring that it had nothing to do with safety, the conference preferred a substitute which had nothing to do with uniformity. This reckless inconsistency merits some sort of summons.

The Jonah was contained in a section specifying that the gross weight of any vehicle or combination of vehicles should not exceed 56,000 lb. A range of maximum gross weights was figured out on the basis of the well known 700 (L + 40) formula adopted by the American Association of State Highway Officials as a method for protecting bridges from excessive loads. (See accompanying table.) This section also stipulated that the gross weight would be further controlled by an axle load of 16,000 lb. for high pressure, solid or cushion tires, and 18,000 lb. for low-pressure pneumatics. Whichever method figured out lower would be the controlling one.

. . . . the conference . . . picked up a Jonah in the shape of uniform gross weight recommendations . . .

THE axle loads, having the support of the Bureau of Public Roads on strictly sound engineering grounds, were unanimously approved along with size limitations of 12 ft. 6 in. height, 96 in. width, 35 ft. single unit length (a tractor-semi-trailer being regarded as one unit), and 45 ft. combination length, two units maximum.

The gross weights, having the support of the same Bureau of Public Roads and on the same grounds, passed the Committee on Uniform Traffic Laws and Ordinances but were attacked in the general sessions. The arguments were that they had nothing to do with safety which should represent the only interest of the conference, and that they failed to take into consideration the variations in highway construction and traffic conditions in the several states. A third argument, one that was obviously unfair but which drew a thunderous mixture of applause and approving laughter, stigmatized the Bureau of Public Roads as supporting the weights because of a bureaucratic interest in legislation which would compel so-called backward states to construct high-type,

costly roads. The railroads whose representatives swarmed all over the place, argued that the recommended weights represented mostly increases and not concessions, that increases meant larger road costs and more roads, and that all meant higher taxes and . . . well, aren't we all against higher taxes?

THE automotive interests presented a united front in support of the gross weight recommendations with the argument that these were in the best interests of uniformity (with which the conference seems to be greatly concerned) and were commendable concessions in that the automotive interests yielded on views previously maintained.

The automotive and railroad factions pitched into each other in the discussion after some state officials, with lofty ideas that the conference's sole concern was with safety, had complained that the issue ought to be discarded because it had nothing to do with safety, and after some neutral interests had proposed a pointless and, fortunately, harmless substitute. The railroads threw their support to the substitute while admitting that it did not affect their ideas of the restrictions that should be imposed.

A VOTE (in which no attempt was made to determine whether those voting had a right to vote) killed the original gross weight recommendations and sent the substitute into the drafting committee.

That the question was entirely foreign to minds immersed chiefly in safety problems soon became apparent. The conference had instructed the presiding chairman to pick a committee of five to take up the substitute measure and work it up into something presentable for the drafting committee. The quintet was beyond its depth and the substitute reached the drafting committee no more presentable than it was before.

The drafting committee, it seems, is a power more potent than the conference itself. Judged by the organization chart it should be made up of more than 100 representatives elected by the many interests concerned with traffic safety. These interests are the 48 states, cities with a population over a million, cities split up into six categories based upon population, and 34 vocational groups ranging from women's clubs and traffic judges to railroads and the Interstate Commerce Commission.

The drafting committee is, in effect, the voice of the conference. Nothing the conference does in general session is binding on the drafting committee. The drafting committee has the right to do whatever and however it sees fit. This was emphasized from the rostrum.

WHEN the substitute reached the drafting committee, the unfamiliarity of the members with the issue was so obvious as to be pitiful. The city planner, the educator, the parent-teacher, the traffic judge and the insurance representatives cannot be criticized for their inability to weigh intelligently a matter requiring a knowledge of road construction, the effect of impacts and of truck design. So, still unwilling to accept the recommendations of engineering experts the drafting committee washed its hands of the matter by turning it over to a special committee of seven.

The seven came back with these substitute provisions, which were approved by the drafting committee and, of course, by the general session of the conference (it's no joke to speak of them as blank cartridges, as a perusal will reveal):

SUBJECT to the limitations prescribed by permissible axle loads (16,000 and 18,000 lb., you remember) the gross weight of any vehicle having two axles shall not exceed (blank) pounds. (Each state to fill in the blank as it sees fit.) This same blankety-blank limitation was made applicable to any single vehicle having three or more axles, and to any combination of vehicles.

A footnote explained the pussyfooting in these words: "In view of the varying conditions of traffic and lack of uniformity in highway construction in the several states, no uniform gross weight limitations are here recommended for general adoption throughout the country." Leaving one to wonder if the safety conference is really interested even in uniformity.

The note called attention to the 700 (L + 40) bridge formula which the drafting committee's spokesman said was so highly technical that he, frankly, had no idea what it was all about.

IN connection with the gross weight provision the conference also approved a stipulation that "every motor vehicle operated outside of business and residence districts shall have motive power adequate to propel at a reasonable speed such vehicle and any load thereon or to be drawn thereby."

This, too, drew a note—and a blank. The note, involving a "performance factor," said that "a suggested method of determining whether the motive power is adequate to propel the vehicle and load at a reasonable speed is to require that the vehicle be powered so that it can ascend a grade of (blank) per cent at a speed of not less than 20 m.p.h. A speed of 20 m.p.h. for commercial vehicles is considered reasonable on an ascending grade. The percentage gradient to be inserted should be representative of conditions within each particular state. In a state of flat terrain a 3 per cent grade should be adequate. In hilly and mountainous territory the grade should be 5 per cent."

Here again no thought seems to have been given to the paradox of promoting chaos with a piece of "model legislation" whose professed aim is uniformity.

SOME other changes were made in the proposed uniform legislation which are of interest to the automotive industry and some have little to do with safety. One change would put tire dealers in a class with motor vehicle dealers and wreckers and make it necessary for them to be licensed by the Department of Motor Vehicles. The application for a license must be accompanied by a fee and would be granted if the Department were satisfied that the applicant was of good character and would comply with the laws of the state with reference to the registrations of vehicles and certificates of title. Licenses would be applied for annually.

A new piece of legislation is the Uniform Motor Vehicle Civil Liability Act. The liability limit is set at $5,000 for bodily injury or death of one person in any one accident, $10,000 for bodily injury or death of all persons in any one accident, and $1,000 for damage to property. Guest riders have no redress unless "injury or death approximately resulted from the intoxication or wilful misconduct" of the driver. This section would not be valid in states where the constitution creates a right of action based upon negligence.

Then there's the Uniform Motor Vehicle Safety Responsibility Act. This type of legislation is quite universally referred to as "financial responsibility." The "safety" was dragged in by the heels and while some insurance men did not fail to challenge its correctness, the act was passed unchanged. It provides for proof of financial responsibility that accords with the civil liability limits. Proof may consist of an insurance policy, bond or deposit of money.

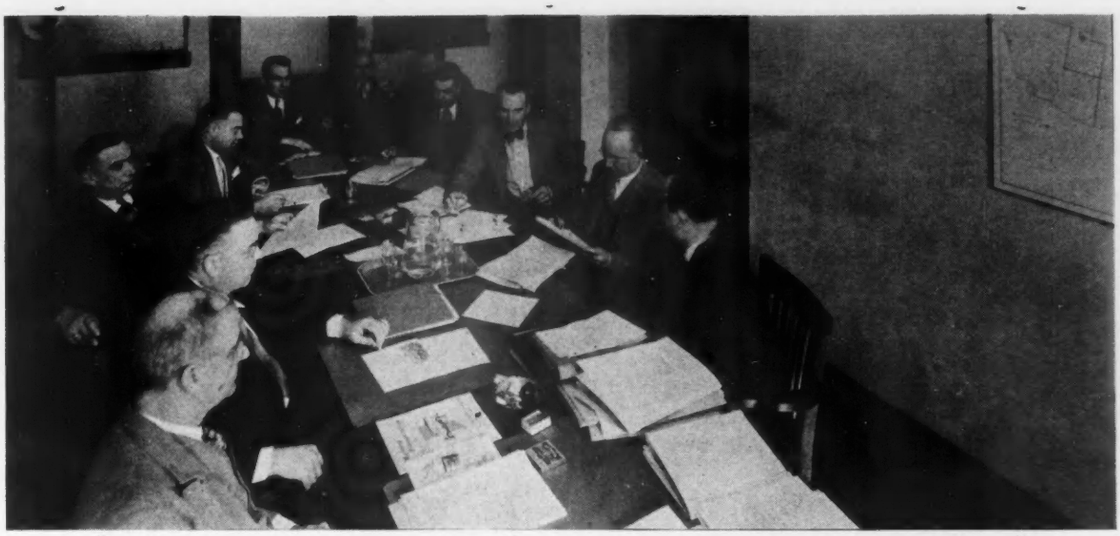
The Uniform Act Regulating Traffic on Highways contains many provisions affecting motor vehicle operators. Idling is tabooed by a section stating that no vehicle shall be permitted to stand unattended without first stopping the engine, locking the ignition and removing the key.

Additional provisions are:

A red reflector must be located at a height not to exceed 42 in. at the rear of *all* vehicles. This is in addition to the rear lamp.

Clearance, identification and side marker lamps to the total of a dozen are required on vehicles or combinations

(TURN TO PAGE 53, PLEASE)



Meeting of the National Trucking Code Authority at Washington. Left to right: Messrs. Arnold, Thompson, Brashears, Schmidt, Rodgers, Bibbins, Lawrence, Clark, Nelson, Jr., Horton, and Loomis. Absent members: Murphy, Gordon, and Alphin.

A Check on Trucking Costs

Cost Formula—the Heart of the Trucking Code—Is Discussed at Special Conference of Operators

WORK on the very heart of the Trucking Code was begun early this month when truck operators from 35 states gathered in Washington, at the invitation of the American Trucking Associations, Inc., to figure out a cost formula.

After a two-day conference, suggestions were made covering every item entering into the cost of performing motor truck transportation service. These were turned over to a general committee for careful analysis. The committee will develop a composite recommendation which will be submitted to the National Code Authority. Action of the Authority must have N.R.A. approval before the cost formula becomes effective.

THE heart of the Trucking Code is in the section which says that no trucking service may be performed for a revenue less than the cost of performing the service, and that the cost shall be determined in accordance with a cost formula to be established.

At the conference demands for a simple, flexible formula, yet sufficiently rigid to promote stabilization of rates under the Code were voiced by operators large and small. There was unanimous agreement that the one-truck operator should be given full consideration so that the formula might not tend to operate as a burden upon him.

Sub-committees were appointed to discuss and formulate recommendations dealing with depreciation, items of cost, insurance, taxes, and other related matters.

Report On Depreciation

THE subcommittee on depreciation, headed by C. S. Reynolds, of Tacoma, Wash., recommended that in making up that portion of the cost formula relating to depreciation the following principles be observed:

"1. A study be made of the various classes of vehicles in the industry on the basis of—

a. Carrying capacity

b. Manufacturer's price of chassis

and that an average life be assigned to the vehicles in each class which shall be considered as the basic life upon which depreciation charges shall be based.

"2. That any territorial or natural subdivision of the industry be allowed to depart from the basic life set forth in (1) to the extent justified by conditions peculiar to such territorial or natural subdivision.

"3. That in figuring depreciation and in order to obviate differentials in costs among operators, depreciation be based upon current prices of the chassis new at the time any question is raised.

"4. That a straight line method of depreciation be used, because any other method places a premium on old vehicles. Please note that we suggest to the Maintenance Committee that maintenance might also be figured on a straight line basis over the life of the vehicle.

"Your committee has very carefully considered the mileage basis of computing depreciation and are of the opinion that it is impractical at the present time for the following reasons:

a. that a large percentage of the members of the Industry, especially among the smaller operators, do not keep any mileage records, and

b. that a very large portion of the vehicles are not equipped with mileage recording devices.

"We have, therefore, recommended a straight-line method with the right of subdivisions of the Industry to compensate for mileage differentials by departing from basic estimated life, as set forth in 2."

Insurance and Taxes Report

THE subcommittee on insurance and taxes, of which Maurice Tucker, South Bend, Ind., was chairman, recommended:

(TURN TO PAGE 38, PLEASE)

Trucks vs Garbage Wagons

The Nation Holds Its Nose While City Officials Disregard Sanitary Removal With Truck Equipment

By B. F. HEALD

AT 5 A. M. the wheels of a big industry start. At this hour, while most of us are still asleep, fifty-odd thousand city employees stumble through stable and garage doors, checking in for the daily job. Teamsters harness their already fed horses; truck drivers check their gas and oil. . . . The wagons roll out, trucks roll out, and the day's work begins without benefit of steam whistles, codes or Congressmen.

The business of this industry is the collection and disposal of scraps of food. . . . Garbage.

The yearly cost of running this business in the United States is $72,000,000.

ONE-HALF of the people in this country are served by some form of garbage collection and disposal. The other half may or may not be like the Georgia cracker who had a systematic method of disposal "We throw it out the window at 6 o'clock." The first half, however, dump their garbage in cans and forget it, knowing that the can will be emptied periodically, or nearly so. For this major service there is an average per capita charge of but $1.15 a year.

And it is a major service, as anyone whose garbage can has been neglected for a week is given cause to know. On the fourth day of neglect the can is so full the cover won't go on; on the fifth day newspaper bundles appear beside the can; and on the sixth day a telephone message sizzles into City Hall demanding action or the reason why.

Each person produces one-half pound of garbage a day. If all the garbage in a city of average population density were to be thrown into the streets, in one year's time all the streets would be covered by a uniform layer of ankle-deep filth. The annual production of garbage in Philadelphia—200,000 tons—would make a pile the size of an average 15-story building.

Compare this unsanitary method of garbage collection with →

this sanitary method and you have one important reason for the superiority of truck equipment.

Truck Collection Cheaper

Houston, Texas

Equipment

30 trucks, capacity 1½ tons each
14 wagons, capacity 1¼ tons each
5 dump carts, capacity 1 ton each

Load

25,500 lb. per day per truck
6,250 lb. per day per wagon
5,000 lb. per day per dump cart

Cost of Operation

Trucks—$12.75 per day per truck
Wagons—$6.50 per day per wagon
Dump carts—$5.00 per day per cart

Cost of Collection

Trucks—$1.00 per ton
Wagons—$2.00 per ton
Dump carts—$2.00 per ton

Compiled from 1931 annual report, Houston, Texas, by Municipal Index.

THE problem of collecting and disposing of this enormous amount of garbage both cheaply and satisfactorily is one of the most complex with which city officials have to deal. The road to solution has no signposts. A sure-fire scheme in New York would miss fire in Boston with depressing regularity. Each city must study its own conditions and apply general principles with such modifications as become necessary.

The study should be made of actual working conditions not of statistics, which are misleading at best. True, the earnest seeker of facts who goes into the field is presented with certain difficulties; he must get up before dawn and follow the wagon to get the correct timing of collection. An error of 10 minutes between actual time and estimated time multiplies itself into a large number of old-style dollars. Interviewing the driver is not so good—Tony has an expert faculty for volunteering all sorts of information except that wanted for statistical purposes.

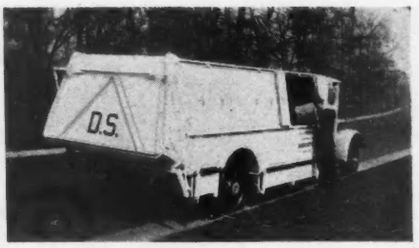
ACTUAL cost data are kept by few cities. Where they are available, the method of determining them often vary to the extent that they are misleading for comparative purposes. Nothing, for instance, is more misleading than a statement of per capita cost. Philadelphia's yearly per capita cost of garbage collection and disposal is given in the city report as $0.26. But, since only half of the people in this city are served by municipal collection, the per capita cost for those served is

$0.52. Furthermore, since there is but one patron, or family head, to every four persons served, the cost per patron is $2.08, 75 per cent of which is spent for collection and the balance for disposal.

Four factors control the ton-mile cost of collecting garbage: 1. Length of haul, that is, the complete cycle of loading and hauling to disposal point and return. 2. Time of haul. 3. Weight of load. 4. Wages paid to drivers and helpers.

TWO of these factors, length of haul and time of haul, are in turn controlled largely by the type of equipment used, a question that should receive far more attention in this country than it does. America, the up and coming, lags seriously behind many other countries in the use of modern equipment. Virtually every major European city has armed its refuse collection forces with motor trucks equipped with special bodies, so constructed that odors and liquids cannot escape, and with automatic lifting trays. This last feature removes the threat of rupture, so prevalent amongst garbage collectors. The time saving and clean collection features of this equipment are obvious.

A few American cities now have motorized garbage collection but the majority still cling to the two-horse team and odoriferous, dripping, fly-infested wagon. No reason, or set of reasons,



New York City garbage collection unit

Garbage collection in Ye Olde Tyme

for this inertia is clearly understandable in view of the uniformly good results already obtained by motorization. It must be assumed that the average city official, upon being approached with a comprehensive plan of motor collection, waves his arms and sadly points to some mysterious calculation purporting to show the large increase in costs.

This solicitude for taxpayers brings tears to the eyes. Extremely touching but unfounded on precedent or fact. Taxpayers have financed, and are continuing to finance, dead and gone projects that burst into glory but very briefly before going the way of the dodo; they would willingly finance an added expense for maintaining a fleet of modern sanitary garbage collection trucks, were they called upon to do so. Actually, however, the cost of operating these trucks is hardly more than for horse-drawn equipment and in many cases it is even less, as an examination of the tables in these pages will show.

FOR example: Utica, N. Y., motorized its collection in 1932, thereby effecting a saving of $3.37 a ton in collection cost and a saving of $1.11 in ton-mile cost. These savings, multiplied by a total of 14,000 tons hauled 3 miles in one year, produce a respectful figure indeed; one that will go a long way toward paying the first cost of the new equipment.

Not every city can hope to effect such big savings by motorization; the cost of collection would even be increased in some instances. But in no case is the cost increase so great that this plan deserves a thumbing down from city officials.

MOTORIZATION should be urged, even commanded, by everyone having pride in the community in which they live. No effort should be too great, no chance should be missed, in impressing city officials with the benefits

Trucks Are Cheaper on Ton-Mile Basis

Cost of Motor-Drawn Collection *
Lexington, Ky., 1928

Upkeep	
Tires and tire repairs for 3 trucks	$ 432.86
Gas and oil	1,082.33
Repairs	580.96
Miscellaneous expense	64.03
½ wages of automobile mechanic	991.00
Total cost per 3 trucks per year	$3,151.18
Cost per day per truck (300 working days)	$3.50
Depreciation and interest	.83
	$4.33
Wages	
Wages, driver	$3.58
Wages, 2 helpers	6.33
Total wages	$9.91
Cost per day per truck	4.33
Total cost per truck per day	$14.24
Cost of Collection	
1 truck, 6 tons, cost per ton	$2.38
Length of haul, 3 miles, cost per ton-mile	$0.80

Cost of Horse-Drawn Collection *
Lexington, Ky., 1928

Horses	
Hay, feed and bedding, 5 horses, 1 year	$1,344.54
Horse shoeing and harness repairs	233.00
Wages, stable man	1,000.00
Total cost per 5 horses, 1 year	$2,567.54
Cost per horse per day (300 working days)	$1.71
Depreciation and interest	.08
	$1.79
Wagons	
Repairs, grease, incidental expense	$337.93
All Equipment	
Cost per day per horse	$1.79
Cost per day per wagon	.36
Wages, driver	3.00
	$5.15
Cost of Collection	
1 wagon, 2½ tons, cost per ton	$2.06
Length of haul, 2 miles, cost per ton-mile	$1.03

* Roy V. Sherman, Prof. of Political Science, U. of Akron.

In the modern incinerating plant garbage is burnt to its irreducible minima in these huge furnaces

of sanitary motorized refuse collection.

Disposal of garbage is a distinct problem in itself—has been a problem since the earliest days of civilization. A king may toss gnawed chicken bones over either shoulder with perfect aplomb, but someone has to attend to the final disposal, whether by fire or feeding to animals—methods that are considered good even today.

THERE are five general methods of disposal: Feeding to hogs; tipping (on the land) and dumping (at sea); reduction; incineration; fermentation.

Brief descriptions of these methods follow:

1. Feeding to hogs is still used by many cities but of late years has tapered off sharply because of the low price of pork, complaints of odors and the depreciation in land values adjacent to the municipal hog farm.

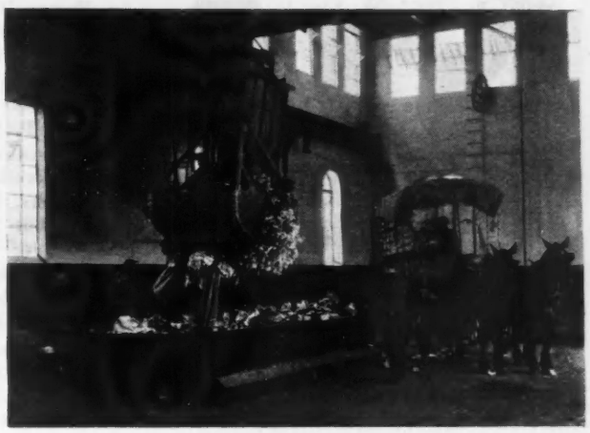
2. The primitive method of tipping garbage on the land is no longer practiced in urban areas. Tests made of residual garbage buried two years show that it still emitted an obnoxious, poisonous gas through self-formed vents in the earth. Unburied garbage is perhaps better left to the imagination.

DUMPING at sea has also lost favor. New York, which formerly dumped all its garbage, is discontinuing this practice because of the many complaints received from shore resorts—Long Island to Maryland—to the effect that large amounts of refuse was being cast up on the beach. In 1926, when the city made an attempt to prove this beach litter was caused by ships unlawfully dumping their garbage within the three-mile limit, over 7000 sealed bottles, each containing a return post-card addressed to the city engineer, were released at the established dumping grounds. Many of the post-cards were mailed in from the Atlantic seaboard and others from European coastal points after an interim of from four days to seven months. Definite trend of tidal currents was not proven, partly owing to prevailing easterly winds at that time and partly because the bottles floated so much higher in the water than garbage.

3. The process of reduction may be simply described as cooking and pressing to extract the grease. The garbage is first picked over by hand and all material other than foodstuffs removed to be later classified, baled and sold. After the garbage has been cooked and the grease extracted, the pulpy residue is dried and sold as a base for commercial fertilizers. The grease goes into the making of shoe polish, red oil, glycerine and cold cream.

MORE and more cities are turning to incineration as the most economical and satisfactory method of garbage disposal. The uniformly low cost and cleanliness of operation has brought this practice into high municipal favor. Reports from over 100 cities using garbage incinerators give an average disposal cost of $1.35 a ton.

5. The system of fermentation, invented by Dr. Beccari in 1914 and used throughout Italy since that date, has met with but little success in this country. A Beccari plant consists of a number of cubical cells. Raw garbage is placed in these cells on a series of trays, 2 ft. in depth. Hydrated lime is added, bacteriological action takes place, and at the end of 35 days the residual humus is removed and sold as fertilizer.



Garbage dropped through this hopper feeds the furnaces below it

The relative merits of these methods have been argued to no definite conclusion.

A PAINSTAKING survey of the confusing mass of testimony offered by the experience of over 300 towns and cities, as published in annual reports and other public documents, leads this writer to the following conclusions:

1. There is a final economy in the motorization of garbage collection equipment. 2. The most satisfactory, economical and sanitary method of garbage disposal is by incineration.

Dealers Chisel Code But . . . .

Used-Car "Shopper" Finds 37 Per Cent of Car Dealers Are Chiseling. A Lesson for Truck Dealers

By GEORGE W. CONNOR

Formerly of Better Business Bureau

A Word or Two About "Shopper" Connor

WITH a background of automotive and general sales and advertising work plus experience as a Better Business Bureau investigator, Mr. Connor set out to get an answer to the question "How is the dealer code working?"

Using several different used cars, he found almost universal enthusiasm for the code and a very general desire to live up to it.

Dealers, he says, want to see it work, but many of them seemed to believe that they are almost forced to chisel in order to sell cars because nobody seems to know how to curb violators.

Although recognizing that 100 per cent compliance can never be attained, he believes prosecution of a few dealers would be beneficial.

AFTER "shopping" 38 dealers, I can get from $40 to $60 more for my 1932 V-8 Fordor Sedan than the figures printed in the N.A.D.A. Official Used Car Guide, either directly or indirectly from 14 of those dealers. If you call all of those dealers "chiselers" (which I don't), that's just about 37 per cent of the total.

I can have $50 to $75 "free service" if I buy a new Auburn, Ford or Oldsmobile.

If I become "a little pressed" for money when any of my installments fall due, know a very nice Ford dealer who said he would "help out on one or two of them" with his personal check.

I have a $3.50 fountain pen that I can sell for $60 to one dealer who has been "wanting a pen just like that for a long while." And—oh, yes—I almost forgot to say that he, too, was more than mildly interested in selling me a Terraplane and taking in my old car at "not one cent more than the code allowed."

I'LL just throw this one in for entertainment. I didn't see it, but a dealer told me how a competitor of his lost a $20 bet to a chauffeur. It seems the chauffeur's employer told him to go and buy a Cadillac, and remarked, patronizingly, that the chauffeur was a "sucker" if he didn't make $20 for himself on the errand. Well, sir, that Cadillac dealer, so the story goes, flew into an indignant rage at the mere mention of a "bird dog commission," or the splitting of a salesman's commission. Then he laid a real $20 bill right on the floor and bet the chauffeur all of it he couldn't jump over it. Now, wasn't *he* a sap?

ANYWAY, let's continue. Twelve dealers out of 38 couldn't allow me a nickel more for my used car than the "$354" in their "Bible." Yet, every one of them (the dirty dozen) knew somebody who would buy my car immediately—without even looking at it—for from $400 to $425. And what made the whole thing more bewildering was this: Seven or eight of those birds who knew where they could sell my car for $400 to $425 "sight unseen," had cars just like mine standing on their used car floors and none of them seemed to have thought of selling one of their own cars to those hot prospects that were so anxious to buy my car at $46 to $71 more than the book value.

And why were they so secretive about these transactions? It couldn't be known that they were helping me to dispose of my car. Probably I wouldn't have gotten suspicious myself if one dealer, who finally tore up my card under my nose and told me he didn't do business with "chiselers," had not flatly refused to "find a buyer for my car" when I suggested it, saying: "That's just one more way in which we *don't* chisel our code." I admired that bird and if I'm ever in the market again he can have my business.

ANOTHER thing about these "hot" used car prospects disturbed me. Quite a few of the salesmen who called them up in my presence were so familiar.

An Oldsmobile salesman asked me if I would close for $60 more than the book value, and when I agreed he went to the telephone and I heard him say: "That you, Mary? Bill there? Well, listen. Just tell him I've got a car for him. 1931 Nash, $250. Okay." Then he explained to me that it was not convenient for the prospect to come over and see the car, but if I signed the new car contract on the basis of the $60 "chisel" of the code book figure, everything would be "jake."

ONLY last month I read in *American Mercury* how hard "Henry" makes it for Ford dealers. According to that story, there must be days when some of them can't save a nickel. Yet, I found one who had more dough than Henry ever suspected one of his dealers of having I guess. He's certainly a big-hearted fellow, and he's for the code. But, he just couldn't see me buy

(TURN TO PAGE 20, PLEASE)

. . . Trading Losses Drop 78%

Loss of $39.12 Per New Car Sold Falls to $8.49, Survey of Philadelphia Metropolitan Area Shows

By LEON F. BANIGAN

Editor, Automobile Trade Journal

IN the Philadelphia metropolitan trading area, embracing some 375 distributors and dealers, and embracing a cross section of city and country territory, a quarter of a million dollars—to be exact, $247,327.29—SHOUT their praises for the dealers' code.

Dealer gross used-car loss has been reduced by that figure during the first four months of 1934 as compared with the period of 1933.

During that same period, the average used car gross loss of the dealers was reduced from $39.12 to $8.49 per new car sold.

But even those figures don't tell the whole story of the dealers' improved condition.

The savings in gross losses enjoyed by the dealers amounted to $30.63 a car. Assuming that the dealers collectively salvaged $30.63 per car on the 11,767 cars sold this year, the total saving would be $360,423.21.

TO Harry E. Cardoze, Jr., Code Commissioner for Pennsylvania Code Administration Zone No. 1, embracing the Philadelphia metropolitan area, goes the credit for having produced these eloquent facts concerning the remarkable reversal of conditions for the first four months of operation under the code.

While it is possible that other factors, including improvement in general business conditions in the territory, may have contributed to the general betterment of dealer conditions, the dealers themselves believe that the code is responsible.

If the improvement revealed by the survey in the Philadelphia territory were sustained nationally, it would mean that the automobile dealers of the United States reduced their gross loss on used cars for the first four months of 1934 by the impressive amount of $24,700,000.

In view of the fact that there has been considerable unrest in the dealer ranks, especially during the last 60 days, because of failure on the part of NRA and their code authorities to "spill the blood" of those whom they have suspected of "chiseling" their code, it is interesting to note that the improvement in gross used car losses of a quarter of a million dollars was made in the same territory in which George W. Connor, the "shopper," disclosed conditions which indicated the probability of 37 per cent of the dealers "chiseling the code." This article is published on the opposite page.

Mr. Connor did not accuse the 37 per cent of the dealers of "chiseling." He did not call them "chiselers." But the facts he collected, while not legally incriminating, supported that possibility.

THE actual facts developed by both Mr. Cardoze and Mr. Connor would seem to emphasize this significant thought, however. No code—even the Ten Commandments—can be enforced 100 per cent. While 100 per cent enforcement is desirable, less than perfect enforcement still is capable of effecting tremendous improvement. When a territory embracing only 375 dealers effects an improvement of a quarter of a million dollars in the used car loss situation in four months, with the possibility of 37 per cent of those dealers "straying away from the straight and narrow once in a while," that is a significant fact.

IN developing the facts upon which this article is based, Mr. Cardoze sent a questionnaire to about 375 dealers in his zone. He asked how many cars each dealer sold in the first four months of 1933 and in the first four months of 1934. He also asked each dealer what his gross loss on used cars for the corresponding period amounted to. In addition to that he asked the dealers to comment on any change in the situation and to definitely express their opinion as to whether the motor vehicle retailing code was responsible for any changes that might have been

Something for Truck Dealers to Expect

FIFTY-TWO passenger car dealers in the Philadelphia metropolitan area, who sold 2,613 new cars in the first four months of 1933, had a used car gross loss of $102,321. The same dealers sold 3,481 cars in the first four months of 1934 and had a total used car gross loss of only $29,587.

Used car gross loss per new car sold, first four months of 1933, $39.12.

Used car gross loss per new car sold, first four months of 1934, $8.49.

Applying the same ratio of saving to the dealers of the United States, the used car gross loss reduction effected in the first four months of 1934, compared with the similar period in 1933, amounts to about $24,700,000.

noted. The survey covered the following counties in Pennsylvania: Philadelphia, Chester, Delaware, Montgomery and Bucks.

At the time the analysis was made there were 52 comparable reports available. Those 52 dealers, representing practically all makes of cars, reported that they had sold 2613 new cars in the first four months of 1933, and 3481 new cars in the first four months of 1934. Total used car gross loss of the 52 dealers in the same period was $102,321 in 1933 and $29,587 in 1934. This produced an average used car gross loss for the 52 dealers of $39.12 in the 1933 period, and $8.49 in the 1934 period.

Applying these ratios to the total number of dealers in the territory—375—would give a used car gross loss of $347,229.12 in 1933 as against $99,-901.83 in 1934. New car registrations for those counties show sales of 8800 new cars in 1933 as compared with 11,676 new cars in 1934.

TWENTY-TWO of the dealers reporting showed an actual profit in their 1934 used car operations. The highest profit reported for the period was $1,568, and the lowest was $14.

The highest used car loss reported for 1933 was $11,314 on a 62-car operation, and for 1934 was $4,411 on a 400-car operation. The dealer who showed the highest used car profit of $1,568, sold 178 new cars in the period. In 1933 he showed a $1,234 loss and during the period delivered 103 new cars.

Several of the dealers reporting pointed out that the figures in themselves did not reveal the full extent in the improvement over the corresponding months of last year so far as used car gross loss was concerned because the figures for the first four months of 1934 included substantial losses incurred in selling used cars accepted in trade in 1933 at much higher figures.

OF the 52 dealers reporting, all but one of them believed that the improvement was due largely to the code.

Most of the comments of the dealers were about as follows:

"Improvement in the code is entirely up to the salesmen and dealers. The remarks to prospect and car owners will either make or break the code."

"Believe it could be improved by a better education of both public and the dealers who still do not understand. Loss this year was the aftermath of rushing out and making a lot of fool trades before the code went into effect. This is the final lesson needed, we should think."

"The auto code has been the salvation of our business and I would rather have it enforced than receive an additional factory discount."

Give These Dealers a Big Hand!

(From the notes of George W. Connor, author of the article appearing on these pages.)

ONE Buick dealer said: "I'd as soon put a bomb under Roosevelt's chair as 'chisel' our code one cent!"

A Chevrolet dealer tore my card up and told me to "get out" when I suggested that he could find a buyer at $46 above the Code value on my used car.

A Dodge dealer told me he'd be fined $500 and lose his franchise if he "chiseled" the code.

"We'll pass up a hundred sales before we will break faith with our code authority," declared a Hudson-Terraplane dealer.

A Ford salesman came back three times with additional reasons why I should buy a Ford in preference to any other car, large or small, but he wouldn't budge one penny on the NRA book value. Boy! There was a salesman.

Dealers Chisel Code But . .

(CONTINUED FROM PAGE 18)

a Ford car and then go home and worry myself sick about the payments. He said: "Let's not dicker about $50 or $60. Go ahead and enjoy a nice, new car. If it needs a little *service* during the next *six months*, run it in and we'll take good care of you—at no cost to you. And, if you're a little 'strapped' when the first payment or two come due, come up and see me—er—personally."

And as his thumb flexed my floating rib, he inquired: "Do you get me?"

Then there was another Ford salesmen who was "sure" he could find a buyer for my car at $46 "up." I said. "Well, I hope you find one before May 1, because I want to take the Missus and the kid on a trip." To which he replied, confidentially: "Leave that to Mr. Murphy"—who was the proprietor of that particular Ford agency, only that wasn't his name.

IN 38 contacts, I met only one dealer who seemed ready to "chisel" the first time I walked into his place.

Five out of 14 began to show the whites of their eyes on the second call.

To the credit, if anything, of the eight others, I must record that it was only after I had repulsed their "code-pure" advances for the third time that they "weakened."

In justice to the Ford dealers I think I ought to emphasize that while I mentioned them oftener than any other dealers, I actually called on more of them than any others, with the exception of Chevrolet.

On my shopping score card I placed *green* check marks for the dealers to whom I gave a clean bill of health, and *red* check marks against those with whom I was quite sure I could have done a little plain or fancy chiseling.

I notice now that the Ford score reads four red marks out of eight, as against three red marks out of eight for Chevrolet dealers.

The three Buick-Pontiac dealers I called on were, like Caesar's wife, "above reproach."

So were the two Nash dealers, one Cadillac-Oldsmobile dealer, one Studebaker dealer that I visited.

Three Chrysler-Plymouth dealers produced one red mark.

Three DeSoto-Plymouth dealers also showed a record of two to one in favor of truth, virtue and righteousness.

The two Dodge-Plymouth dealers split the record right down the middle, one yes, one no was the outcome.

The same comment might be made concerning the two Hudson-Essex dealers and the two Graham-Paige dealers, because in each case one got a green mark and the other got a red one.

IT is unfair, probably, to mention any make of car where only one dealer was approached. But since I've handed "bouquets" to the Cadillac and Studebaker dealers on which I made the (celebrated and much pooh-poohed "one-stop") survey, it probably should be recorded, just for the sake of statistical balance, that there do happen to be red marks against the Auburn and Hupmobile "one-stop survey" victims.

If this were a fairy tale, I'd end it with a moral—but it isn't

And so just let me write in conclusion: I don't think this survey *proves* anything. In fact, I'd be disappointed if it did, because I didn't intend that it should.

I BELIEVE that codes, while emphasizing the sounder principles in all businesses, have not changed the moral standards of very many individuals.

Some of us are still chiseling that well-known old code, the Ten Commandments.

It's not what was carved on the tablets for Moses that counts, but what people do about living up to *that* code!

It's not what's written over the signature of Hugh Johnson down in Washington, but what's done in an educational, and—that failing—in a punitive way, to achieve compliance!

Code compliance never has been one hundred per cent since the time of Moses—and probably never will be!

Ears to the Ground

Giving You Information Some of Which Is Inside, Some Advance and Some Just Unusual

A Pumping Carburetor

FOR some time carburetor manufacturers have been playing around with the idea of a unit which will do its own gasoline pumping. The idea, of course, is to eliminate the fuel pump. Holley supplied quite a few to Ford for a while, experimentally, and is reported to be experimenting still. Now another carburetor company, which has been active primarily in the replacement field, has developed such a unit, and is expected to announce it shortly.

Ventilation Gets a Play

Ventilating systems for truck cabs are at last getting some attention. (Are camelbacks to get the credit?) You probably noticed the system incorporated in the GMC cab-over-the-engine job described in the February issue. Another system has been developed by the Nichols-Lintern Co. (Description promised for July.) Still another system is being experimented with by an eastern truck company that builds its own cabs. The system originates in Philadelphia.

20-Cylinder Cam Engine

Nuway Engineering Co. has a 20-cylinder engine which may be built in 300 and 800 hp. sizes, the former weighing 290 lb. and the latter 1000 lb. The engine, generically, can be designated as a cam engine, an idea not entirely new to the automotive field, but never before successfully applied.

Ring-Shaped and Crankless

The new engine is of the ring-shape, crankless type. The cylinders are arranged in two circles of 10 cylinders each. Between them a large-diameter drum is mounted on a central driveshaft. This drum was a cam groove cut in its outside periphery. Pistons in each pair of directly opposed cylinders are connected by a single connecting rod, and a roller carried at the center of this rod rides in the cam groove.

Badger Trailer Corp.'s contribution to streamlining—drop-frame trailer with pointed-front and beaver-tailed body

Fuel Oil Converter

It is claimed that the engine can be operated on fuel oil also, by means of a "fuel oil converter" developed by the company. This converter is to be placed on the market shortly. The converter is now in experimental use on trucks.

Rear-Engined Taxi

This may be a bit out of the truck field, but how many persons have considered the possibilities inherent in a taxicab with engine in the rear? The passengers are farther forward, get better riding, and there isn't so much objection to moving the driver farther ahead as in a passenger car with the same wheelbase. We understand that one truck company is working on the idea. Nothing concrete yet, understand, but it doesn't look so bad on paper.

An Oil Refiner

Climax Mfg. Co. has an oil refiner for installation on trucks which, it says, "conditions oil while the motor is running." The refining material, known as Climite, "removes sludge and gum forming compounds and other impurities as fast as the oil is contaminated."

Tip to Fruit Truckers

Experiments of the U. S. Department of Agriculture have shown that treating fruit in cars (truck bodies offer no special problem) with carbon dioxide gas has practically the same effect as precooling in stopping the early development of disease organisms. The treatment is very simply accomplished by placing small quantities of solid carbon dioxide over the load or in ice bunkers in addition to the ordinary icing.

Higher Engine Speeds

During the next year or two it is quite likely that truck engine speeds are going to go higher. With bearing manufacturers concentrating on the development of bearings which will stand the higher loads which come with the higher speeds, the neck in the bottle promises to be removed.

New Bearings Coming

Among the larger truck manufacturers Ford led the way by the adoption of bronze-lined bearings in his trucks. Other manufacturers are working with them and several are already planning to adopt them in their next models, if not before. All of these bearings may not be bronze-lined (instead of the usual babbitt)—there may be some zinc alloys, etc.—but whatever the material the bearings will stand up.—A.F.D./G.T.H.

If you sell live fish you've got to "bring 'em back alive." This operator does it with tanks whose water is aerated by means of the pumping mechanism (Fruehauf trailer behind a Diamond T)

Catering to Canines

Trucks Help Dog Lover to Realize Novel Idea of Delivering Special Daily Dinner to Dogs

By STANLEY GERSTIN

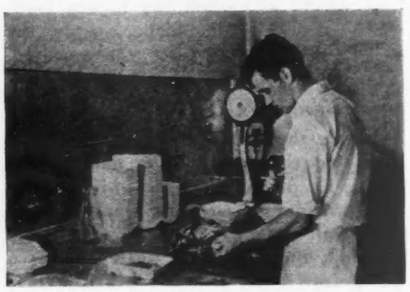
A LIGHT blue delivery truck came to a stop in the driveway of a home in the suburbs of Philadelphia. The driver leaped out, reached into the rear of the truck, and reappeared with an armful of paper-covered plates. Immediately, pandemonium broke loose. Yapping, barking and the soft pat-pat of animals running. A dozen dogs, ranging in size from a small poodle to a huge great dane, bore down upon the driver.

It was just a welcoming committee for the dog dinner delivery special!

The same scene was enacted wherever the truck stopped—a hundred times a day. Dog dinners obviously were in high favor, and this observer noticed that the mere presence of a truck electrified the animals with its promise of warm, savory meals. Moist nostrils quivered and tails wagged expectantly.

The motor truck is an efficient and integral part of this dog dinner business which took root a little more than a year ago in Ardmore, Pa., and which is now scheduled to bloom in Reading, Pa., Montclair, N. J., New York City, Westchester County, N. Y., Long Island, Boston and Baltimore.

Here's where dog dinners are made ↓



First, meat is chopped and ground ↓

Here's The Market

THE present United States market comprises about 12,000,000 licensed and 3,000,000 unlicensed dogs. The packaged dog food businesses is estimated anywhere from 15 to 50 million yearly.

According to a survey made by Major Market Newspapers, Inc., areas where most of the dog food money is spent are New York 10.68 per cent, Chicago 3.4 per cent, Brooklyn 3.09 per cent, Philadelphia 2.5 per cent, Detroit 2.03 per cent, Los Angeles 1.95 per cent and Boston 1.48 per cent. The rest of the money, dogs and foods is scattered.

IT all started when an insurance man with a yen for dogs (24 of them) looked for an easy and economical way of feeding them without cutting down on vitamins. He bought meat, cubed it for bolting, soaked it in vegetable juices, mixed it with baked bread crumbs and fed it to his dogs. They thrived. Neighbors looked and wondered and asked for the secret. Then they asked the insurance man to fix up a little meat for their dogs while he was at it. The news spread. (It seems dog owners talk about their pets with the same fondness and on the same common grounds that mothers talk about their babies.) Almost before you could say "hot dog!", LeRoy Goff, 2nd., found himself in the dog dinner business with offices and kitchen in Ardmore and later in Oakmont, Pa.

TODAY he operates three ½-ton trucks. The bodies are painted blue with cream paneling, and the name thereon is "Canine Catering Company."

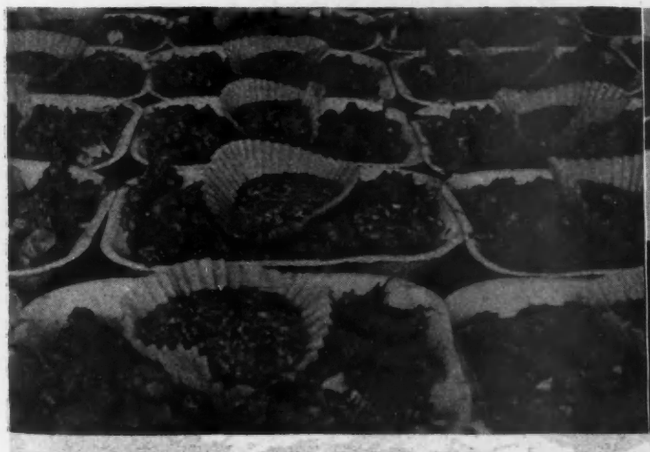
Then the chef tastes . . . while his assistant sorts →

. . . and weighs it into 8 and 16-ounce dinners →

" . . . I couldn't bring you your dinner economically without trucks" . . . Canine Caterer Goff speaking and posing

He makes and serves dinners for some 4000 dogs, 30 cats and one raccoon. His trucks stop at the homes of William Wallace Atterbury, William Wistor Comfort, Cornelius Vanderbit Whitney, Mrs. Isaac Clothier, Jr. (social register names), and hundreds of others. There are in all about 75,000 licensed dogs in and around Philadelphia, and Mr. Goff hopes to feed a good number of them.

That this dog dinner business is a good one is manifested by the fact that a new, larger plant has been opened and a wholesale dog meat business now takes its place among the potentially great industries of this country. Dog dinners will be made at this plant on the same scale that Henry makes Fords. Dinners will be served on papier mâché platters (blue plate style to you), packed in Dry Ice, and trucked to all parts of the Eastern seaboard. Light delivery trucks equipped like pie wagons will effect a hurried transfer and swish the dinners to thousands of hungry dogs awaiting them. Deliveries



Dog dinners made up with "side dish" of breadcrumbs →

Delivery is made in light panel-type trucks →

from the main plant at Oakmont, Pa., to remote distributing stations in other states will be made in hired trucks—for a while, anyway. Operators in other populous areas will actually be in business for themselves, purchasing the dinners processed and portioned out on platters from Canine Catering, but responsibile to themselves for sales and deliveries. They will be authorized dealers.

THE average dinner is about a pound a day, although a huge wolfhound or great dane will consume 3½ pounds of this "fresh food fit for human consumption." "We will make up a dinner to any amount," says dogdinnerman Goff. "Our smallest platter is a quarter of a pound. Very frequently the size of dinner is made up according to prescription from veterinarians who account for a good part of our business. We work with the dog doctor hand-in-hand. He recommends us and we recommend him."

There are four acres of grounds adjacent to the Oakmont processing plant on which the company proposes to operate one of the world's finest kennel and country clubs for dogs—in the near future. The idea is to provide a responsible boarding house and day nursery where owners may leave their pets while away for the season.

SEVEN HUNDRED dinners, using 1500 pounds of meat, are served daily, cooked or raw. At the present rate of growth 150,000 pounds of meat will be used monthly by the end of 1934. With branches operating in other states, meat will be trucked in 1500-pound cases. More trucks and more trucks. Says Vice-President T. R. Brooks, who also looks to deliveries: "Trucking is the life of our business. The trucks are fast, economical, efficient. We send out 100 dinners per load, three loads a day, four times a week. Trucks cover 550 to 750 miles a week at a cost slightly under 1 cent a dinner. It costs about $12 a week to operate a truck delivering 1200 dinners."

Sixteen people are employed in the business—five make the dinners—and the chef does the tasting. None of the employees are especially fanatical dog lovers, although association with the business has provoked a certain sympathy and interests in the animals.

ASKED why food served to dogs in this manner is preferred to the canned food or dog biscuit, dogdinnerman Goff is of the opinion that his fresh meat is healthier and contains more vitamins. "Canned food," he says, "contains only about 20 per cent of meat (usually horse flesh) and the rest is filler. Therefore it takes five such dinners to obtain the same benefits that one of ours would give." Only government inspected beef is used. Dogs may order a table d'hote or veterinary meal for 14 cents or a Kennel meal for 13

(TURN TO PAGE 70, PLEASE)

Canine Curiosities

Good for Gobs—Not for Dogs

"WE use only government inspected beef and lamb," says Mr. Goff, "and it's fit for human consumption. As a matter of fact I sometimes buy meat from the same place that the Philadelphia Navy Yard makes its purchases. I once lost three customers who complained that the meat wasn't choice enough for their dogs —yet the Gobs are fed the same meat regularly!"

In Spring A Dog's Fancy . . .

AS a lost and found department we are on the job. Calls frequently come in reporting a missing dog, which dinner delivery men generally find chumming with members of the opposite sex somewhere along their delivery route.

Food for two . . . and food for thought for truck salesmen

Governors Throttle Costs

Department Store Fleet Men Declare Economies Are Spread Over Repairs, Tires, Fuel and Insurance Premiums

"HAVE any of the gentlemen used governors on their vehicles?"

A. D. Little, superintendent of deliveries, Marshall Field & Co., Chicago, put this question to department store fleet men attending a recent convention of the Retail Delivery Association in New York City.

The lively discussion which took place indicated that department store fleets use governors because they are convinced they effect operating economies. These economies are spread over fuel, tires, repairs and insurance premiums. Although there was a division of opinion as to whether the governor was a factor in accident prevention.

Here is the discussion that took place and the opinions expressed on governors:

W. D. BIXBY, *manager motor equipment, United Parcel Service, New York*—"We are governing everything, giving the package wagons on ordinary routes 40 miles an hour, and the long distance runs 45. Not with the idea of preventing accidents, however. I don't believe a governor does a whole lot toward preventing accidents. Decreasing the allowable maximum speed will decrease the more serious accidents if you have fast drivers. But I am inclined to think that a governor is just as liable to cause an accident as it is to prevent it. Sometimes when a vehicle is in a tight place, if it is able to speed up it may avoid the accident.

"The speed of 45 miles an hour allows the motor in the average chassis that is bought for package work to turn over at very close to the manufacturer's rating."

C. S. LYON, *vice-president, Motor Haulage Co., Inc., New York*—"We put governors on our vehicles to lengthen the life of the motors. These high-speed, highly sensitive motors have certain characteristics. They have an r.p.m. of 3000, and I know that governors are being used by some operators to bring that down to 2200 or 2500 r.p.m. It was quite well brought out here that we don't put governors on to reduce the accident experience ratio, but to lengthen the life of the engine. The question that I would like to ask is this: Why do we buy an engine that has these salient characteristics and

(TURN TO PAGE 52, PLEASE)

Governors Increase Tire Life 33 1/3%

No Governor

Car No. 40	Miles
1 replaced at	21,450
2 replaced at 21,450	42,900
1 replaced at	24,969
Car No. 49	
3 replaced at 22,544	67,632
1 still on at	27,494
8 tires Total	184,455
Average miles per tire	23,056

Governor-Equipped

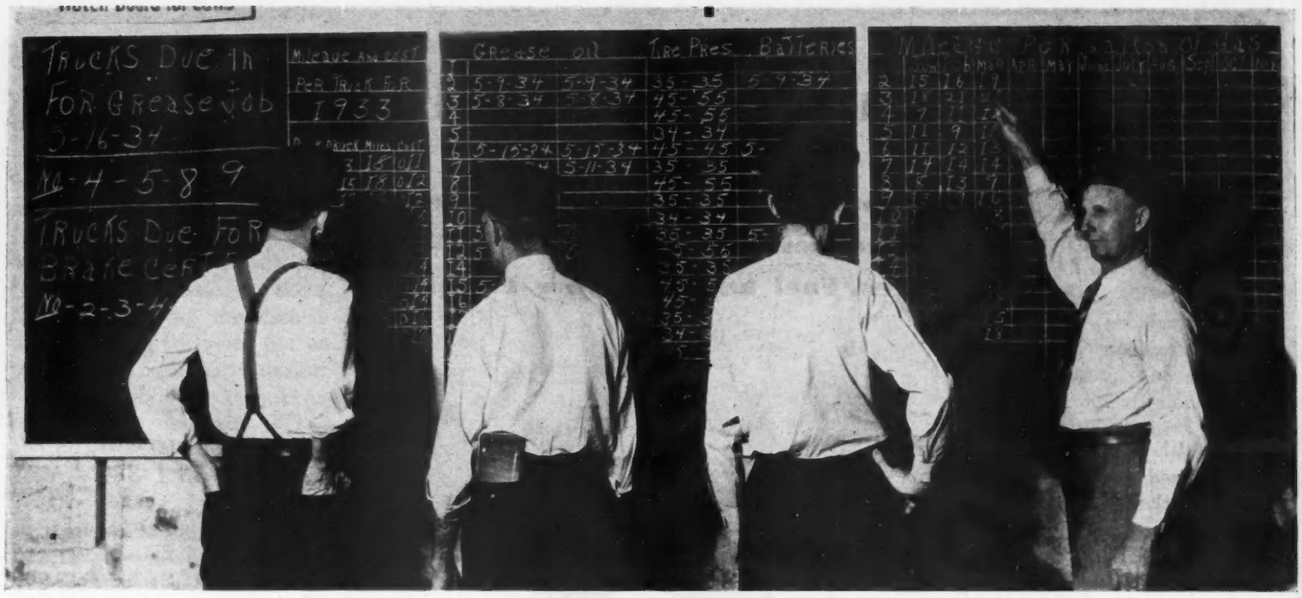
Car No. 98	
1 replaced at	25,276
3 still on at 30,022	90,066
Car No. 99	
4 still on at 32,615	130,460
8 tires Total	245,802
Average miles per tire	30,725
Increased life per tire	7,669
Increased life in per cent	33 1/3%

Note: The average life for the tires on the cars equipped with governors should be considerably more than the 30,725 miles shown above inasmuch as seven of the eight tires are still in service.

In addition to the above tire-mileage increase, we have a reduction in repair costs per mile of 43 per cent.

The vehicles are all Model A Fords.

Reported to Commercial Car Journal by Marshall Field & Co., Chicago



This "Blackboard Bookkeeping System" takes drivers into its confidence

Cut Costs With Chalk

Denver Fleet Posts Truck Costs on Blackboard and Arouses Drivers to Compete in Fighting the Fractions

By JOHN J. STAPP

ALMOST unique use for blackboards may be seen in the garage of Goodheart's Laundry, Denver, Colo. Fred Doppelmayr, maintenance manager, uses them to keep down operation costs on his fleet of 20 trucks.

Blackboards—and still more blackboards—have enabled him to reduce operation expenses from 1.9 cents per mile average in 1931 to 1.7 cents in 1932, and from that figure to 1.5 cents per mile in 1933. Doppelmayr expects to pull still another fraction of a cent off his costs for this year. So far the average has dropped to one-tenth of a cent less than the 1933 figure. Furthermore, blackboards enable him to keep a closer check on repair work, washing and greasing. This helps him cut shop expense considerably.

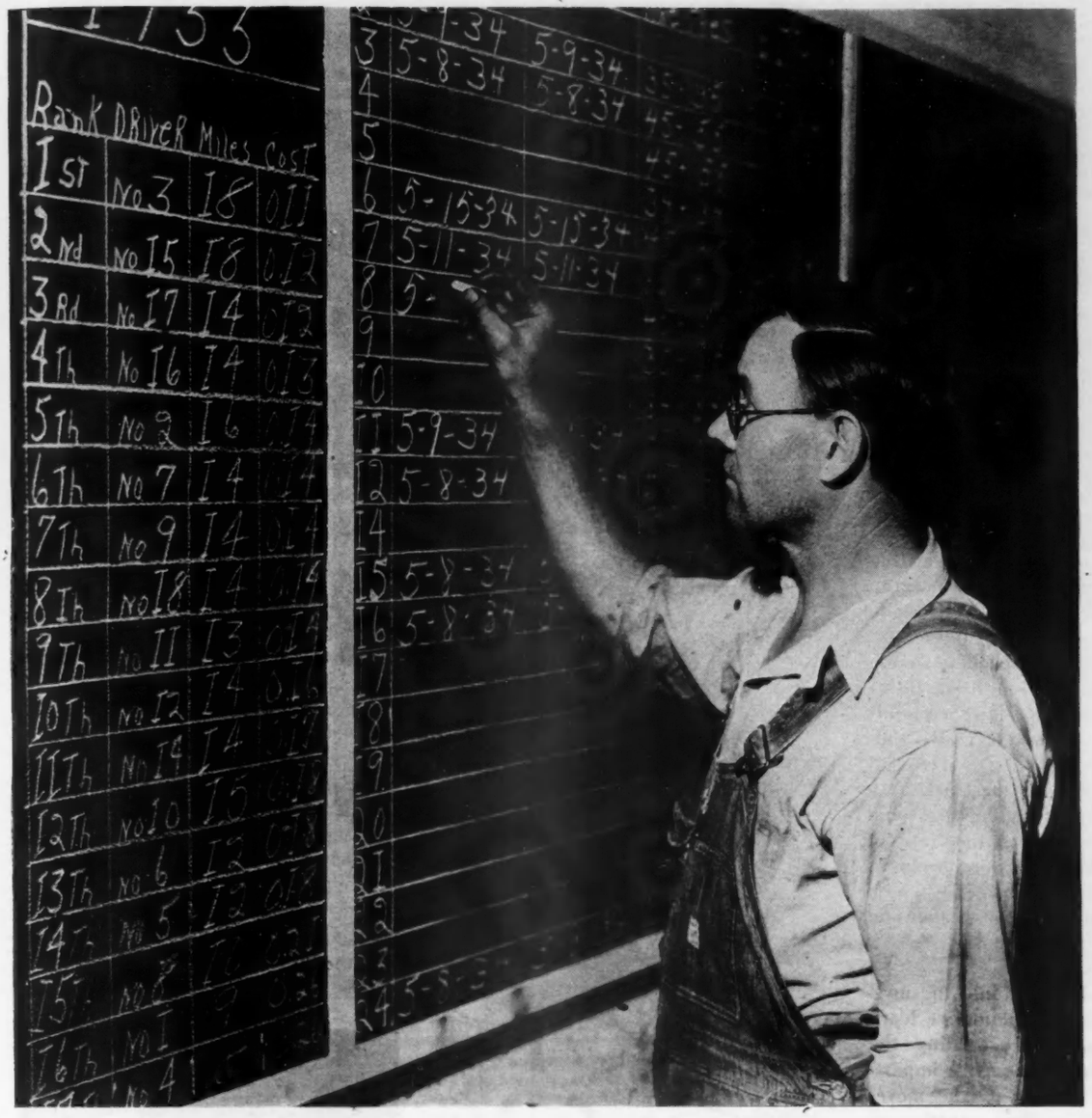
THE chief purpose served by the blackboards is to keep all figures out where they may be seen by drivers and mechanics two or three times daily whenever they leave or enter the shop. They are a constant reminder of the importance of the fraction; all may see and help Doppelmayr fight "fractions."

"The old adage about taking care of the pennies and the dollars take care of themselves," said Mr. Doppelmayr, "is brought out in the way we use the boards and the success we have had by keeping these constant reminders of fractions of cents before everybody who has anything to do with the fleet. We find we get results by stressing the little things. For example, suppose a driver has a short stop to make; he may think he can save time by leaving his motor running for just a few seconds. But a couple of such stops a day make 15 or 20 a week or more than 60 a month. This driver is not watching his fractions and he's going to get a lower rating on the blackboard. For the next month, every time he comes in or out, he'll be reminded of the fact that he slipped and thereafter he'll pay more attention to fractions. If he doesn't, at the end of the year he'll see figures that will tell him the story for the next 12 months."

The white figures on the blackboard are a constant reminder to the driver of his performance. So is Doppelmayr. He'll call the attention of each driver to the figures at least once every week. His blackboard system is as follows:

THE blackboard is located opposite the entrance to the garage and divided into three sections. ((See illustration.)

About half of the first section is allotted to the previous year's average gasoline mileage figure and the cost per mile. These figures remain posted for an entire year so that comparisons may be made. The drivers are ranked first, second, third and so on according to their cost showings, the driver with the lowest cost getting first ranking, of course. The average cost per mile includes not only repairs, tires, gas and oil, but a share of garage overhead as well. Since vehicles in the fleet are standardized and travel under similar conditions, this is considered a fair method of judging the drivers, and the



Maintenance Manager Doppelmayr gets driver cooperation with chalk

man with the lead-off ranking has legitimately proved himself the head man among drivers.

Comparisons with three previous years are made possible by means of a bulletin board which hangs above the blackboard. At first these figures were kept on a small blackboard but experience showed that the more practical way of keeping them was on paper and under glass.

The remainder of this section of the blackboard is used as a bulletin board to keep drivers informed of the things that need to be done to their trucks. The board illustrated, for instance, shows that certain trucks were due in for a grease job at a certain date and others were due in for a brake test.

It should be explained that driver numbers and truck numbers correspond, that is Driver No. 1 drives Truck No. 1, and so on.

The section at the other end of the blackboard records the "mileage per gallon of gas" for each month of the current year. The first column contains driver numbers in consecutive order. Opposite the numbers appear the gasoline mileages for each month of the year. This enables drivers at a glance to see whether or not they are improving their performances.

THE center section of the blackboard is used to keep track of maintenance work to be done in the shop. Truck numbers appear in the first column. The second column gives the date when the truck is due in for a greasing, the third when it is due for an oil change. In the fourth column tire pressures, front and rear, are given to facilitate tire-checking. The last column gives the date when the battery is to be checked.

(TURN TO PAGE 70, PLEASE)

Drivers watch their figures

Are You Listenin'?

A Peep Behind the Loudspeaker to See How Radio Produces Its Realistic Imitations of Trucks

SURELY you've listened at one time or another to a radio program during the course of which some familiar sounds—such as those that come from a truck or a machine shop—were reproduced. If you have, didn't you say to yourself, "That certainly sounds natural. I wonder how they do it?"

Well, many others in the truck business have, and even if you haven't you'll be just as interested as they are in knowing how these sounds are produced in the broadcasting studio.

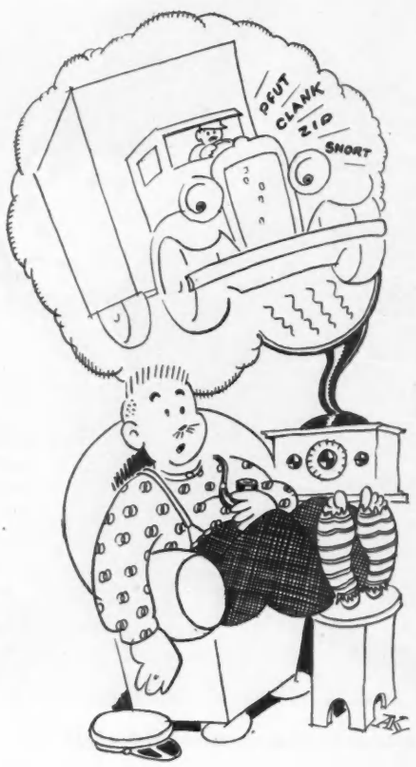
Let's look behind the loudspeaker and find out.

INQUIRING backstage into the mysteries of sound production we learn some interesting facts regarding the manufacture of sound sequence imparting a complete picture of the movements of a truck or the operation of a machine shop.

We learn, first, that sounds heard during a program are recorded, and require the simple expedient of playing the record at just the right moment, although certain sounds imitating movements of trucks are frequently improvised in the studio where effects obtained are as ingenious as they are simple.

If you are listening to a program by the National Broadcasting Company in which there is a machine shop scene, the various noises heard are made by operating a panel of motor-driven gears and supplemented with records of saws and planing machinery—the sound effects man conducting.

A squeak, which to the listener may be the sound of a door closing, or of a slowly moving truck sadly in need of grease, is just a rusty door hinge to the sound engineer. When rusty hinges become scarce, a bass bow drawn across a wicker basket serves. The sound of crashing vehicles is usually a real one made on a record.



FOLLOWING sound reproduction technique through an entire scene, this is what happens:

The door of a truck opens and there is a squeak (that's the rusty hinge), and then banged shut (that's the studio door). Next we hear the grinding of the starter (a hand drill turned on a brass plate). The motor starts (an electric motor in the studio or several egg beaters operated by assistants give the sound of purring). Gear shifting is the sound of scraping metal. If there is back-firing, it's a blank .22 calibre pistol shot. In an emergency, a leather cushion smacked against the floor will do. When the vehicle is brought to a halt, the sound of brakes is simulated by a plate glass drawn over nails driven upright into a board. (Manufacturers should object to that one.) Pebbles or coins shaken in a wash tub or tin pan suggest the rattle of an old car or truck, and gravel sliding down a short, miniature chute does for the sound of loading and unloading.

Simplicity seems to be the keynote in reproducing other truck sounds. When you hear a horn, it's a Klaxon, a vibrator type, or a motor-driven horn muffled in a box with a hinged lid manipulated by opening and closing for faint and loud effects. If the truck is brought to a halt by a policeman's whistle, a whistle is simply blown in the studio. (That's an easy one.) Other true sounds are of running water if the gas tank or radiator leaks; the opening, closing, and banging of doors, and the breaking of windshield glass.

Armour trio making a delivery—sans trucks—over WJZ. Left to right: Harry McNaughton, Mabel Albertson, and Phil Baker.

SOUND effects technician Harry Saz, operating in the New York office of NBC, says that recordings are

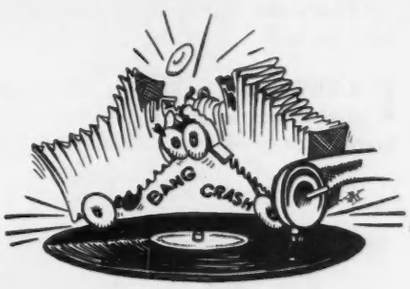
An array of sound producing instruments in NBC studio during typical broadcast. Triple twin table on right plays three records simultaneously for background effects, street scenes and crashes; air tank is used for bell sounds and escaping air and steam; on the table is a box of cornstarch in which a bowling ball is rolled for the sound of crunching snow. On the left is the portable door you frequently hear opening and closing.

now used in programs featuring trucks when the truest possible sound effects are desired. Studio improvisation is resorted to when presenting comedy skits or informal programs that do not require accuracy.

Records made in action on the scene have greatly simplified sound effects technique for the Columbia Broadcasting System. Sound control and production man Horace Feyhl (Philadelphia station) has a file of records of almost every desired sound. They were made by the Gennet Electrical Transcription people on moving trucks, automobiles, airplanes, trains, in traffic, and on the farm. Sometimes, however, Soundman Fehyl will beat his chest before the microphone in imitation of another fading American, the galloping horse. Occasionally he may be heard to whine, neigh, cackle and bark.

BEFORE the days of electrical transcription for the radio, toy trains were in common use and a steam whistle supplied the necessary choo-choo. The chug-chug sound of a motor boat was obtained by scratching a record and playing it. When it came to making the sound of milking a cow, the scene was usually written around; now there's a record of the act with an occasional "moo-o-o" contributed by the cow. The most difficult effect which soundman Saz of NBC had to improvise was that of a submarine plowing its way through a mine field. It was accomplished by drawing a bass bow along the edge of a sheet of metal.

A SITUATION that almost became a case for the S.P.C.A. was evoked in the CBS studio in Philadelphia when live chickens were used for a farm



scene. It was necessary to pull the chickens' feathers to make them cackle at the right time. One ambitious chicken, without waiting for the customary cue, escaped from the coop, leaped to the microphone and gave one, long, loud cackle which studio attendants cut short in no chicken-hearted fashion.

When sound reproduction is not according to Hoyle, soundmen trust to the skit and action to suggest the desired effect. So far there is no particular technique for reproducing what the truck driver says when he is stuck in the mud. Maybe just "Zounds!"

Hard Seats Are Tough Grind

New Hardened Alloy Inserts Must Be Serviced With New High-Speed Cutters Revving Way Up to 12,000

By HENRY JENNINGS

"THAT cutter bounces around like a ball in a roulette wheel. It didn't even shave the whiskers off this valve seat."

From the way Paul Vogt said this when I entered his shop I knew he was in the deepest quandary of his mechanical career. And mentally I observed that here was another maintenance man who wasn't wise to the fact that valve seats were being made tougher than Mae West's movie roles, and that they couldn't be tamed without the help of new tools.

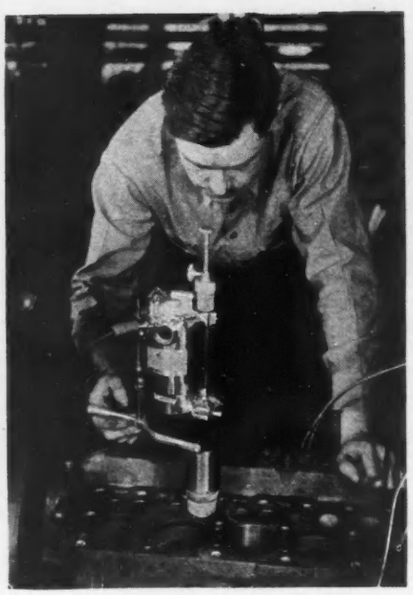
Paul is an old timer but it so happens that because of the nature of his work and his location (actor's would call it a tank town) new developments don't impress him very much until he bumps head-on into one of them.

It was evident he had bumped when I walked into his shop. He scratched his head and pointed to the cutter.

"That's the first time it has failed me," he said.

I KNEW from looking at the truck that it was a late model of a well-known, progressive manufacturer. I didn't really need to take a look at the valve seats to tell Paul his trouble. But not wanting to be accused of snap judgment, I examined the valve seats thoughtfully. Finally I said:

"Paul, you've struck stellite. And for your information that's just one of the hardened alloys that have become popular valve seat insert materials. The reason why this cutter has been giving you the run-around is because both the cutting tool and the motor are the wrong sort."



Hall eccentric seat grinder

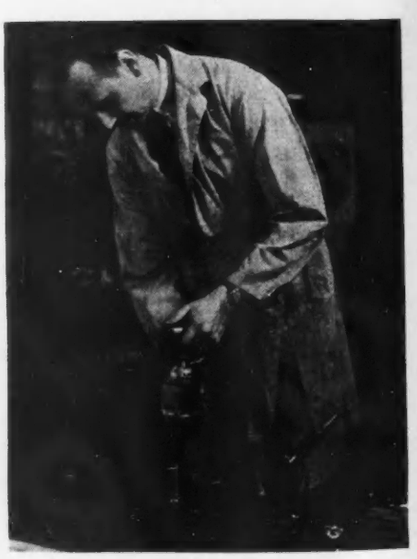
"BUT why do we have to have such hard seats?" Paul interrupted, and then proceeded to answer the question for himself. "Of course, this truck," he said, "has gone about twice as far without a valve job as any of the previous models, and there is not a pit on any seat. On top of that, I have not adjusted the tappets but once or twice in all that time. I guess this new stuff does not pound down much.

"But how do you figure this one?" Paul continued. "These valves are not seating right. Does the stuff warp when it gets hot?"

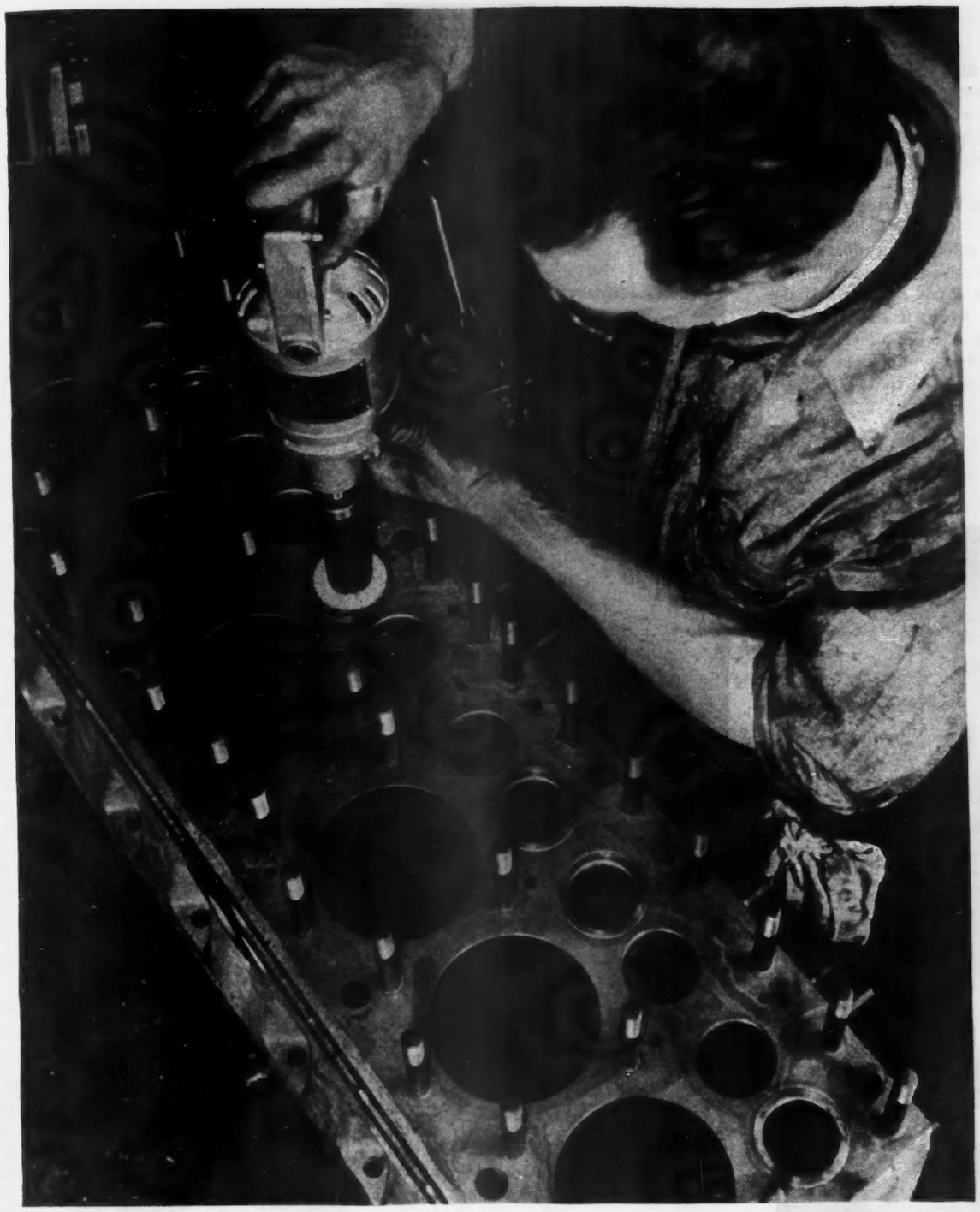
I FELT that I could assure Paul that the warping he suspected was mostly heat distortion in the cylinder block which pulled the valve guides out of alignment with the seats. Possibly it came from uneven pressure on the cylinder head studs, or more likely still, from worn valve guides. This last despite the fact that the incompressible feature of the valve seats made possible the use of stronger valve springs which reduce valve flutter and give better engine performance at high speed. Stronger springs have also been known to help in the prevention of valve guide wear.

This was acknowledged to be very interesting but the important question so far remained unanswered. What could

Kwik-Way concentric grinder



Black & Decker vibro-centric grinder



Grinding seat with Sioux equipment

he do about it? The answer was, of course, buy some of the new equipment which is expressly designed to service these seats. I suggested as much to him.

"I suppose you mean some grinding stones and something in the way of higher speed to turn them."

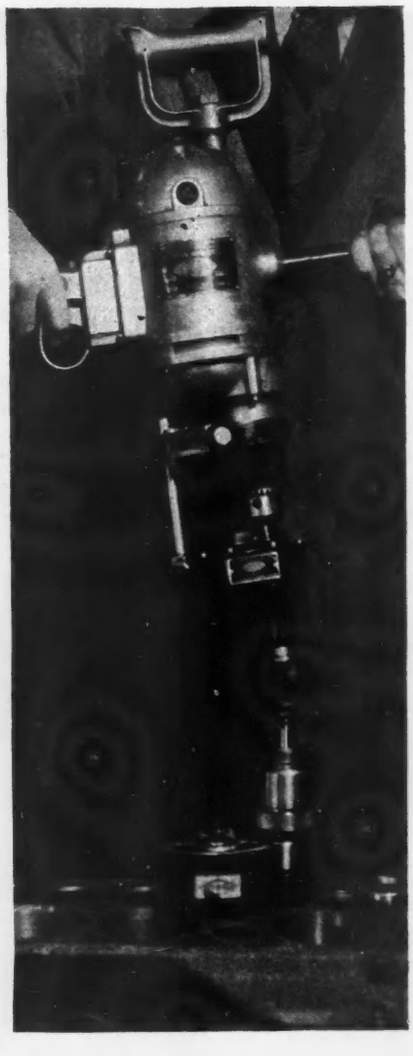
So Paul knew the answer and I filled in the details. Here's what I told him, polished up for publication:

THE speed of the power units averages around 12,000 r.p.m., although a flexible drive is furnished with some of them, which enables the operator to hook up the grinding stones with a conventional ¼-in. drill. The speed of ¼-in. drills varies from 1400 r.p.m. to 2200 r.p.m. While the slow speed operation is probably not as satisfactory as the result when the stones revolve at high speed, it permits the back seats, which are sometimes inaccessible because of cowl or accessory interference, to be refaced with a stone. At least one manufacturer is producing a kit which includes stones, diamond dresser, pilots and coupling for use on all seats, in conjunction with a ¼-in. drill.

BOTH concentric and eccentric types of machines have interesting ways of preventing the grinding wheel from hogging the metal off the seat and as a result, filling up the stone. One manufacturer instructs the operator to move the handle on a circular motion. This movement keeps the weight of the machine constantly shifting to different portions of the seat. Another lifts the stone at intervals by means of a power-

driven cam, while still another has a stone elevator with a micrometer adjustment. It is interesting to know that on the eccentric type the grinding wheel turns about the pilot spindle at 26 r.p.m.

The first step in the grinding operation is to insert the pilot. Some outfits have solid pilots in graduations of 0.001 in. Others use an expanding pilot or a pilot with a taper collar. If the guide is badly worn, it should be replaced because a solid pilot will certainly transmit lost motion and the expanding type may, or may not, lock up in true position.



Sioux cutter for seat insertion

ABOUT the only suggestion I would make to my friend Paul about the operation of the new machine he is going to get, was: Do not apply any pressure on the machine when it is going. Let the weight of the power unit supply the pressure. And above all use a dial gage to measure results. Your eyes, even through bifocals, will not give you a very accurate picture of how a valve seat should look.

Incidentally, the high-speed grinders with a different selection of stones do an excellent job on the seats of the not-so-hard variety.

Photos show some high-speed types,

Van Norman grinder

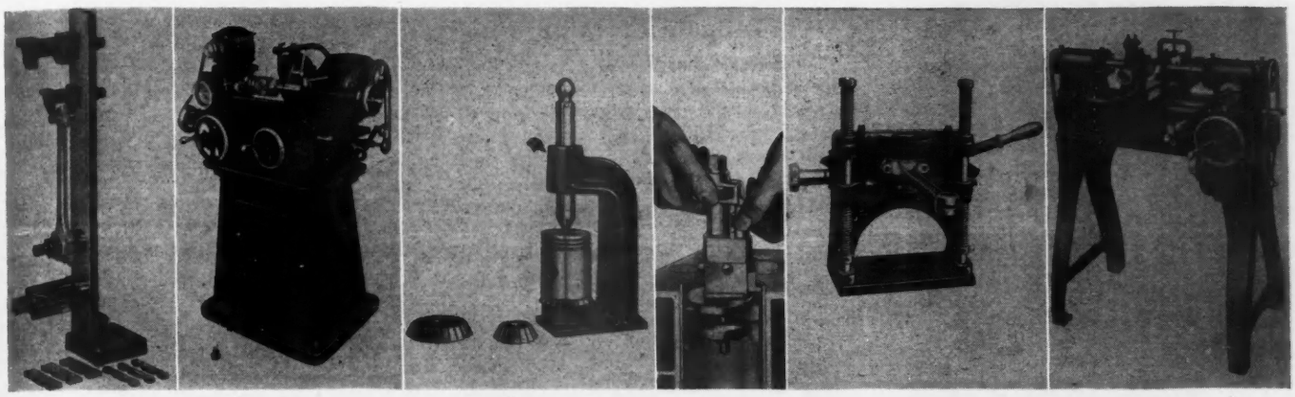
WHEN the pilot is safely in place the grinding wheel is set on it. Pull the trigger and you're off. It takes only a few minutes to actually grind the seat. In production work the operators have reached a workable gait of 50 seats an hour. The stones, if expertly handled, should require dressing on the diamond dresser at intervals of from one to eight seats, depending upon the hardness of the seat material.

Paul interrupted me at this point to say that he did not see why this business of hard seats should be limited to engines that carry them as standard equipment. He was right. It is possible to install them in the older types of engines. A special tool is required to cut away the engine block material and then the hard seat is driven into place. Installing seats is a tricky operation. If they are not tight enough, burned valves are certain to be the result. If they are too tight, cylinder block distortion has been known to crack them.

Checking valve seat for trueness

New Products on Parade

Descriptions of the Latest Items Put on the Truck Market by Equipment and Specialty Manufacturers



1 2 3 4 5 6

Ammco's new products in company-front formation—(1) Connecting rod aligner; (2) Piston grinder; (3) Piston corrector; (4) Cylinder-sleeve cut-off blade; (5) Con-rod re-babbitting jig; (6) Con-rod boring machine

Ammco Presents:

New tools to facilitate shop work are announced by Automotive Maintenance Machinery Co., 830 West Washington Blvd., Chicago. They are:

1. Connecting Rod Aligner

This combination connecting rod aligner makes every necessary test and straightens every type and size of connecting rod and piston assembly. It is a combination of the Ammco models B and L aligners.

2. Piston Grinder

The new model P provides straight, round, and cam turning and grinding without changing piston set-up. Handles pistons for all sizes of passenger cars, trucks, buses, and tractors up to 7 in. in diameter and 8 in. in length. Five speeds are available.

3. Piston Corrector

A new tool for rechamfering the piston skirt. It assures accurate, permanent centers on pistons before turning or grinding. Handles any piston up to 7 in. in diameter.

4. Cylinder Sleeve Cut-off Blade

A special blade for cutting cylinder sleeves to the proper length operates in the cylinder ridge reamer in exactly the same manner as the regular blade which is used for removing ridges.

5. Con-Rod Re-Babbitting Jig

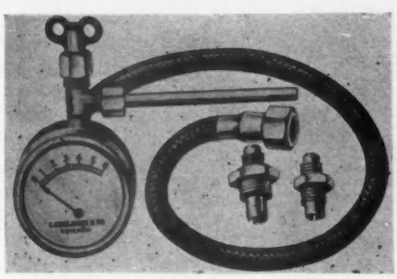
Accurate and rapid re-babbitting of all con-rods is provided in this new jig requiring only two minutes per rod to refinish any con-rod. It comes in two models with ranges of 1½ to 2 in. and 1½ to 3 in. in diameter respectively.

6. Con-Rod Boring Machine

The model CR High Speed Two-Spindle Connecting Rod Boring Machine, as it is called, is a production tool that enables any shop to rough bore, finish bore, and cut oil grooves in any con-rod bearing, all in one set-up. Six to eight jobs an hour are assured with this machine which handles all rods up to 22 in. long and with 1½ in. to 3½ in. diameter bearings.

Edelmann Fuel Tester

A simple device for testing the complete operation of fuel pumps is announced by E. Edelmann & Co., 2332 Logan Blvd., Chicago. It will not only indicate whether a sufficient quantity of fuel is flowing, but also determines if the pump is



producing too high pressure. It is furnished complete with gage and a full set of adapters. Catalog on request.

Drill-Centric Valve Seat Set

A drill-centric valve seat grinding set has been developed by Black & Decker Mfg. Co., Towson, Md., to meet the need of shops unable to make major investments in valve-seat grinding outfits. A ¼-in. drill is used as the power unit, and a flexible coupling is provided which fits the socket of the stone sleeve. There are two drill-centric sets. The first consists of diamond stone-dressing stand, flexible coupling, stone sleeve and kit. The second consists of diamond stone-dressing stand, flexible coupling, stone sleeve, two vibro-centric stones, two self-centering pilots, and box.

A ¼-in. special electric drill has also been designed with increased motor power of 33 1/3 per cent over other models.

Utilite Flare

This flare is designed to aid motorists make minor repairs on the roads as well as serve as a warning signal to approaching cars. Utilite flare is manufactured by The Merdis Corp., St. Louis, Mo., does not contain a powder base, is neither affected by wind nor rain, and burns in excess of half an hour. It retails for 25 cents.

Midget Oil Burner

This complete heating unit, which burns oil and oil drainings, for garages and service stations (it can be used in any stove), is manufactured by the Midget Fuel Oil Burner Co., 215 Newark Ave., Jersey City, N. J. It contains no moving parts or wicks.

(Turn to Page 34, Please)

New Products on Parade

(CONTINUED FROM PAGE 33)

Firestone "Ground Grip"

A tire for construction work and operation where extreme traction is needed has been developed by Firestone Tire & Rubber

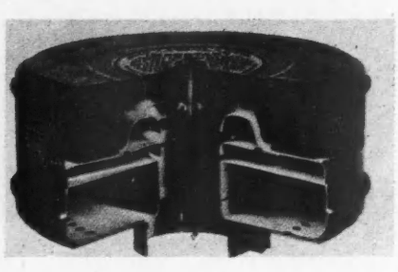
Co., referred to as ground grip heavy duty. A massive chevron-design tread grips and pulls in mud, loose sand or gravel. Extra rubber is built into the side for added protection. It runs on a low air pressure, and comes in sizes from 6.00-20 to 10.50-24 for rims specified ranging from 5 to 10 in.

Motor Products' Z-Oil

Z-Oil is a new lubricant, which when mixed with regular motor oil increases life of the oil to 2500 miles, it is claimed by the manufacturers, Motor Products Laboratories, division of Chemical Industries Corp., Indianapolis. The oil is claimed to prevent metal-to-metal wear when the motor is cold; to mix at the rate of one pint to each six quarts of regular oil, and to be impervious to heat or gasoline solution.

Burgess Makes Silencer

An intake air silencer and cleaner combination designed to absorb intake noises, filter grit and dust from the air, and thus protect cylinder walls and engine pistons,



is being marketed by the Burgess Battery Co., Madison, Wis.

Plastic Gasket Seal

Bond Electric Corp., Jersey City, N. J., has developed a plastic gasket seal for mending leaks. This cement compound sticks to metal, paper, cork, leather, asbestos and other gasket materials. It prevents corrosion and withstands high compression and head temperatures. The compound is insoluble in water, gasoline, lubricating oils and anti-freeze solutions.

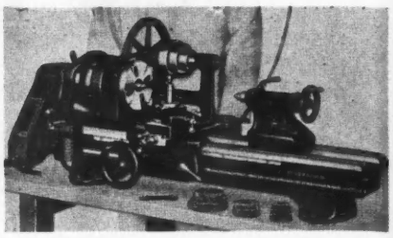
Tailgate Elevator

The Davey-Troell Power Elevator Tailgate is a power elevator operated by a take-off from the motor truck and designed for use in handling loads in or out of trucks. It is mounted in a welded steel frame and constructed into the tailgate at the factory or attached to an old chassis by commercial body builders. The power to lift and lower the tailgate is derived from the truck drive-shaft which operates

worm gears. Two drums near the center of the truck chassis operate cables leading to rams in vertical sliding grooves. These rams raise and lower the tailgate. During travel the tailgate serves and swings as a regular end gate. It moves down to street level in 60 seconds and is under control at all times.

South Bend Lathe

A new back-geared, screw cutting lathe of 9 inch swing, available with countershaft drive or with motor drive, to sell at $75, has been announced by South Bend Lathe Works, South Bend, Ind., under the name of the No. 5 "Workshop" Lathe. It is particularly adapted for use in the automotive



servicing shop because of its simplicity of design and convenience of its controls. A man need not be an expert machinist to operate this lathe. All fundamental machining and grinding operations can be handled.

"Workshop Booklet" No. 5-W describing this lathe may be obtained by writing the manufacturer.

Wagner Brake Lining

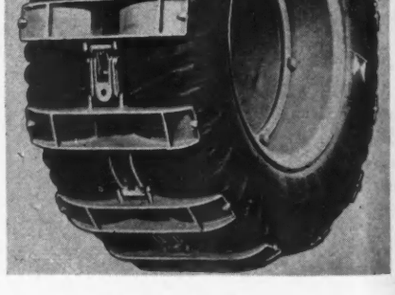
Wagner CoMaX is a brake lining made by the Wagner Electric Corp., St. Louis, Mo. It is described as non-compressible under pressure, allowing brakes lined with it to run for long intervals without adjustments; homogeneous, uniform texture throughout, no variation in coefficient of friction from surface to surface; easy on drums as it contains no abrasive material; developed especially for high speed as it does not fade out under high friction temperature; quiet; smooth, permitting smooth controllable deceleration.

In addition to Wagner CoMaX, the Wagner Electric Corporation announces several other brake linings, both woven and molded to take care of every type of brake and price consideration.

For complete information regarding Wagner CoMaX brake lining, address the Automotive Division of the Wagner Electric Corp.

Warco Traction Tread

To make tough going easier the W. A. Riddell Co., Bucyrus, Ohio, has patented traction treads for dual pneumatic-tired trucks and tractors. They furnish traction



in mud, sand and soft or loose ground, and in the Winter, in snow and ice.

News of the Industry

Ford Sales Increase

World sales of Ford commercial cars, trucks, and passenger cars totaled 278,553 units for the first four months of 1934, an increase of 158.6 per cent over the same period in 1933. The greatest improvement in sales took place in South America and the Far East with a fourfold increase; in Great Britain with a ninefold increase; and in Canada with a fivefold increase. Sales in Europe were 36 per cent over last year's figures.

Chevrolet Cuts Prices

Chevrolet reports commercial car price reductions of $35 each on the commercial panel and the special commercial panel, and $50 reductions each on the utility long chassis, dual long chassis, utility chassis and cab, dual chassis and cab, utility long chassis and cab, dual long chassis and cab, utility panel, dual cab and stake panel, and dual long cab and stake body. Thirty dollars has been cut from the commercial chassis.

President Hears NACC Committee

The presidential ear heard requests that the existing labor situation in the automobile industry be not confused by the creation of additional legislation when audience was granted to a committee of the National Automobile Chamber of Commerce in Washington early this month. The opinion of the committee was that new legislation might result in conflicts impairing business for the next few months.

Consumption Down Tax Up

State gasoline taxes for 1933 exceeded 1932 by nearly $5,000,000 for a total of $519,000,000, it was announced by the Department of Agriculture. Figures do not include returns from Federal gasoline taxes. In spite of this income, consumption of 14 billion gallons was slightly less than for 1932. Weighted average tax rate was 3.65 cents per gallon.

Employment and Pay Up

The automobile industry in Michigan employed 291,440 during April, 1934, compared to 125,967 men for the same month last year. Weekly payrolls totaled $7,356,311, compared to $2,636,028 for April last year.

Parts Sales Show Gain

Increase in sales volume of automotive service parts of 37 per cent—tools up 46 per cent and shop equipment up 76 per cent—for the first quarter of this year over the same period last year, was reported in a survey by the National Standard Parts Association.

Dodge Sales Increase

Dodge again stepped up commercial car and truck sales. For the one week period ending May 26, the twenty-first of the year, sales totaled 958 units, making the total for the year to date 17,639 or an increase of 416.8 per cent over the same period for 1933.

A Correction

Commercial Car Journal has been in touch with Jack Frost, whose truck code statements were published in May, regarding his reference to Reo.

Mr. Frost declares the transcript of his speech (which *Commercial Car Journal* followed) was inaccurate, and wishes the impression created by the reference corrected. Reo does not have a 1¾-ton truck.

The Studebaker reference likewise is not to be construed as indicating an attempt to evade the code by anticipation. The fact is, Studebaker began listing a 1¾-ton model in Commercial Car Journal Specifications Table back in December, 1932 BC (Before Codes).

Reo Ahead of 1933

Reo truck shipments for the first five months of this year have passed the entire 1933 output. Production and shipment for May totals 2517 passenger cars and trucks. This is three times the figure for May of last year.

Rail Unfair to Trucks, Fined

Utah and Nevada truck operators won an important victory against the Nevada Northern Railway Co., when the U. S. District Court of Carson City, Nev., imposed fines totaling $557 upon the railroad company and certain of its employees last month. Court action was brought by truck operators of the two states charging the company with boycotting merchants using motor truck service. Intimidation of merchants was possible because of the dominant position of the railroad. Truck owners, led by T. S. Carter of the Interstate Motor Lines, instigated proceedings against the railroad a year ago. The decision makes possible action in civil cases, and truck operators affected by the boycott are considering such action.

Warner Reorganizes

Warner Electric Brake Mfg. Co., Detroit, a reorganization of the Warner Electric Brake Corp., will manufacture braking systems for motor trucks in addition to the regular line of brakes for heavy-duty trailers. Officers of the new company are R. E. Freeman, president; A. P. Warner, vice-president; P. J. E. Wood, secretary-treasurer. Albert C. Warner, general manager of the old concern, is now associated with Barber-Coleman, Ltd., Manchester, England, a subsidiary of the parent company in Rockford, Ill.

General Motors Exhibits

Automobile shows sponsored by General Motors were held simultaneously in all principal cities throughout the country during the week of June 2 to 9. New model trucks, from ½-ton light delivery up, were on view.

. . . more News on next page

The Minneapolis truck drivers' strike wasn't a sissy affair, as you can see from this picture. The cop has just taken a wicked left to the chin. In this scrap 16 strikers and four policemen were injured.

News of the Industry

(CONTINUED FROM PAGE 35)

R.I.T.O.A. Elects Officers

The following officers were elected to serve for one year at the annual meeting of the Rhode Island Truck Owners Association held in Providence last month: President, P. F. Arnold, Cole Teaming Co.; vice-president, C. F. Lull, Follett & Steere; treasurer, Ernest Harrell, T. W. Waterman Co.; secretary, R. E. Hard. Board of Director members are: Edward Theroux, Henry Lussier, John Woodward, Elphege Smith, George Holley, O. D. Edwards, Carl Crafts, F. C. Sutherland, Joseph Costa, D. C. McQueeney, and Earl Deaett.

Ford at the Fair

More than a thousand separate machines to be used in telling the complete story of the manufacturing of automobile parts from raw materials to finished products are on exhibit at the new Ford exposition center in Chicago. The Ford project covers 11 acres, was built in record time (three months), and is the largest exhibit of its kind.

More Dealers for Reo

Reo Motor Car Co. appointed 56 new distributors and dealers last month to handle Reo speed wagons and passenger cars, Elijah G. Poxson, general sales manager, announces.

Bendix Summer School

Teachers of automotive service in trade and commercial schools throughout the country are invited to attend free classes of instruction at the Bendix Service School in South Bend, Ind. The course extends over a period of four weeks and covers everything from wheel alignment to carburetor adjustment. Those desiring to attend may write to the school.

What Price Comma & Bureaucracy?

Complete text of an official sheet sent out to thousands by the NRA. Approval Code No. 46. Registry No. 1403-32.

ERRATA SHEET

Code of Fair Competition for the Motor Vehicle Retailing Trade, as approved on October 3, 1933.

Article IV, Trade Regulations, line 2 (page 568), delete comma after the word "trucks."

48157- 425- 125- 34

Stewart Builds 1½ Ton at $695

A six-cylinder, 1½-ton truck at $695 is announced by Stewart Motor Corp. Chassis is supplied in wheelbase lengths from 134 to 176 in. Details will be published in the July issue.

Gunite Appoints Davis

Charles Davis, New York City, has been appointed Eastern sales representative of Gunite Foundries Corp., Rockford, Ill. Establishment of three branch warehouses has also been announced. They are: Automotive Warehouse Service, New York City; Parts Warehouse Co., Dallas, Tex.; Walter Grebe Co., Seattle, Wash.

Mr. McAllister

McAllister Upped by IHC

Board of Directors of the International Harvester Co. elected Sydney B. McAllister a director, member of the finance committee, and first vice-president of the company at a meeting last month. Mr. McAllister began work as office boy for McCormick Works in 1897.

A Prominent Prospect

Walter B. Pitkin, student of economics extraordinary, author of the book, "Life Begins at Forty," practices what he preaches. In any event Professor Pitkin believes in decentralization. He says cities will lose their importance and industries will shift their base.

Pitkin himself spends part of his time at Columbia University in New York and some of his time at his farm in Maryland. He is planning to purchase a fleet of trucks shortly to enable him to truck produce to Philadelphia, Washington and Baltimore.

A man who lives on a plane of masculine reason, plots his activities on graphs and charts, will surely operate those trucks on an efficient, mathematical basis—when he gets them. A good prospect, here.

U. S. Rubber Promotes Bock

H. O. Bock, former head of the truck and bus tire department, New York City, is now district tire sales manager at Chicago, U. S. Rubber Co. announces.

Mr. Fairhurst

Spicer Promotes Fairhurst

Spicer Manufacturing Corp., Toledo, announces the appointment of William Fairhurst vicepresident in charge of sales. He entered the sales department in 1925.

Chevrolet Shifts Outfield

Chevrolet announces the following regional changes: Harold Wellbaum promoted from zone to sales promotion manager at Dallas; J. L. Mathews from zone to regional accounting manager at Oklahoma City, S. J. Brewer becomes city manager; W. R. Peel from regional truck and body to assistant zone manager; A. L. Henderson from regional dealer accounting to assistant zone manager at Dallas, and E. S. Graham from assistant zone to city manager.

R. M. Campbell from assistant zone manager in Des Moines to the same position in Chicago, succeeding L. V. Bierk, now zone manager at Janesville, Wis. J. L. Connell, regional accounting manager at Janesville, becomes assistant zone manager at Des Moines.

Hair, Brower, Gilmore Connect

P. C. Hair has been appointed Dodge Brothers field organization representative in the Portland and Manchester districts of the Boston region. C. L. Brower has been appointed truck representative in the new Los Angeles district. He is succeeded by R. W. Gilmore, who will operate in the Spokane and Portland districts of the San Francisco region.

Taylor Promoted

Ralph E. Taylor has been appointed Milwaukee factory branch manager for the Fruehauf Trailer Co., of Detroit. He was formerly on the sales staff of the Cleveland office.

Parker With Duplex

Carl Parker, formerly sales manager of the truck division, Reo Motor Car Co., well known to the industry at large, has been appointed sales manager of Duplex Truck Co., Lansing, Mich.

Roller Now With White

George R. Roller, associated with the Diamond T organization for 11 years, is now wholesale representative in the Chicago area for The White Co.

Valance and Smith

Edward L. Valance and Frederick A. Smith have been appointed assistant general managers of Houde Engineering Corp., Buffalo, and Oakes Products Corp., North Chicago, respectively.

U S. Rubber Ups Tompkins

L. D. Tompkins has been appointed general manager of the United States Rubber Co.'s tire division which includes sales and operation of tire plants throughout the country. He has been with the company since 1916.

Barker Sails as Sales Manager

Harold V. Barker, sales engineer, Ohmer Register Co., has been appointed sales manager for Europe.

(TURN TO PAGE 53, PLEASE)

Not *some*.. but

ALL

of the Cars using

LOCKHEED HYDRAULIC BRAKES

have *good* brakes

There are no exceptions, either in America or abroad

Lockheed Hydraulic Brakes, perfected over a period of more than eleven years of strenuous service in American and European cars and trucks, can be quickly adopted by any manufacturer with the absolute assurance of "brakes without bugs." Factory application is extremely simple and rapid.

More than a third of all makes of American cars use Lockheed Hydraulics. Seventy per-cent of all makes of American trucks use them on one or more models. They provide important advantages to the manufacturer, to the dealer, and to the more than one million owners who actively prefer them.

HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN

LOCKHEED HYDRAULIC
Four BRAKES *Wheel*

OFFICIALLY SERVICED THROUGHOUT THE NATION BY WAGNER ELECTRIC CORPORATION

A Check on Trucking Costs

(CONTINUED FROM PAGE 13)

"Cargo, Public Liability and Property Damage, Collision, Fire and Theft and Workmen's Compensation shall for the purposes of the Code Formula be included as elements of cost, regardless of whether or not these risks are underwritten by insurance companies. In the cases where these risks are not carried by insurance companies, the amount of the charges on account of these items of cost shall be determined by the respective Code Authorities.

"Federal, State and Local taxes shall for the purpose of the cost formula be considered as an element of cost in those states where such taxes are applicable."

THE subcommittee on cost detail items, headed by Alex Miller of Cleveland, Ohio, recommended that one formula be used as a basis for the entire Industry.

The Committee felt after considerable discussion that in setting up a single cost formula, it would be most advantageous and more readily adaptable to the smaller operator.

The Committee was of the opinion that the detailed cost items as set forth are adaptable to any type of operation. The individual cost items may be further subdivided to meet the needs of the larger operators.

ITEMS suggested for inclusion in the cost formula are:

Direct Cost of Vehicle Operation; Wages of drivers and helpers, and others on vehicles; gasoline, oils and fuel, grease and anti-freeze; tires, tubes, and tire repairs; vehicle repairs and maintenance-labor, shop supervision, and materials; depreciation on vehicles; vehicle taxes, tags, licenses, and others; garage rent, light and heat; vehicle insurance—public liability, cargo compensation; fire and theft, collision (if carried), property damage, etc.; payment for leased or rented vehicles; additional maintenance; service cars—garage equipment—tools, etc.

Administrative, Terminal and General Expenses;

Salaries and wages of terminal employees; salaries of officers and owners, office employees, and managers; solicitors' salaries and expenses, commissions and advertising and traveling expenses; rent, light and heat; telephone and telegraph; office supplies, stationery, printing and postage; maintenance of buildings, equipment, other than motor equipment; insurance, (other than on vehicles); taxes (other than on vehicles); depreciation (other than on vehicles); legal, auditing and organization; claims, damages, loss and bad debts; dues and donations; miscellaneous.

Other Expenses;

Hay, feed, harness and repairs and bedding.

Total cost.

(vehicle, administrative, terminal, and general).

Three Ideas of Utopia

By Fowler McCormick
International Harvester Co.

THE salesman's—Prices below competition, a special product to fit the needs of each buyer, and a sufficient quantity of goods at the time they are wanted.

THE production man's—The production of identical units at a uniform rate uninterrupted by changes in design which make manufacturing discontinuous.

THE engineer's—To be able to design the best product possible for each purpose regardless of how much such a product would cost to produce, or whether the design was adapted to efficient manufacture.

(From an S.A.E. Paper)

Cost Grouping Report

THE committee on how to group costs, of which William Laube, Jr., of Connecticut, was chairman, suggested that simplicity must be the first consideration of the formula. Five general classes of operations were suggested, including general merchandise, dump truck, armored cars, live stock and grain trucks, and hired trucks (by day or hour). These groups are to be divided into two general classes, local and long-distance.

"We feel, however, that our most important conclusion, which we respectfully offer you, is the following:

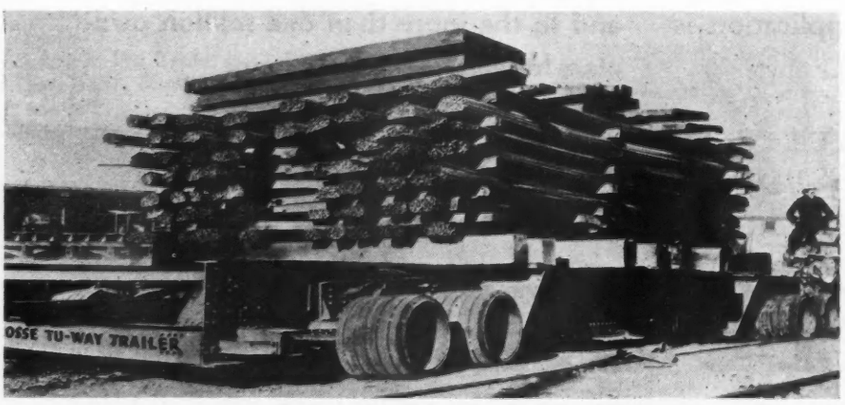
"Local Code Authorities should be given as much latitude as possible in handling the application of the cost formula as above suggested. We are of the opinion that the type of men comprising the different State Code Authorities will use good judgment, and that the methods of interpreting these problems should be left to them. It is our idea that the National Code Authority should not be burdened excessively with these matters."

Report on Formula

W. F. BANKS, of Brooklyn, was chairman of the subcommittee charged with the duty of studying the best form for the formula and how to apply it. The recommendations of this committee were that the Cost Formula be based upon the cost found for each individual job for operation. The recommendation was that all expenses of doing business should be divided into three general groups (a) direct expenses, (b) operating expenses, and (c) overhead.

These expenses were to be reduced by means of the average cost per day per truck to the cost per operation.

The World's Largest Trailer



This is said to be the world's largest trailer. It is being used at Boulder Dam. It weighs 41 tons, carries 200 tons, is 22 ft. wide, 37 ft. long, turns on a radius of 100 ft., and is propelled by tractors. Thirty-two Goodyear solid tires support the load. Two axles are at each of the four corners. Each axle has two wheels with two tires on each wheel.

COMMERCIAL CAR JOURNAL'S

TRUCK SPECIFICATIONS TABLE

The Commercial Car Journal's Truck Specifications Table is brought up to date in each issue from data supplied monthly by truck manufacturers

KEY TO ABBREVIATIONS AND REFERENCE MARKS

GENERAL

Chassis Price—Chassis price quoted applies to the standard wheelbase and specifications listed. All prices are F.O.B. factory.
***—List price not yet established. Ready next issue.
Tonnage Rating—Where a spread of ratings is given the maximum ratings are for ideal operating conditions and the minimum for extremely difficult conditions; the ranges between are for varying operating conditions.
Gross Vehicle Weight—Is chassis weight, plus body and cab, plus payload. Gross vehicle weight given for a model is based on maximum recommended tire size and not on tires listed as standard equipment.
Chassis Weight Stripped—Includes gas, oil and water and all things included in chassis price. Does not include the weight of cab.
Maximum Brake H. P. at Given R.P.M.—Is actual dynamometer reading without accessories.
Tractors—Unless given the designation N (meaning not available as tractor), all standard models may be assumed to be available as tract rs.
(A) All Torque and Brake Horsepower values listed are based on engine outputs with all Standard Equipment Accessories running and are the same values obtaining with the truck on the road in actual operation.
(N) Not available as tractor.
(T) This designation accompanying a model number indicates vehicle is specifically designed for tractor use only.
c. o. e.—Cab-over-engine design.
(3) Corbitt—Larger engines and corresponding auxiliary units provided on all models at extra cost.
(4) Day Elder—Model 75—1½ ton—same specifications except price—$945, and larger tire size—B6.00/20 front and DB6.00/20 rear.
(5) Dodge—F-61 available as special tractor truck with 146-inch wheelbase with model designation of F-60, at $2645. K-61 available as special tractor truck with 146-inch wheelbase with model designation of K-60, at ***.
(5a) Dodge—Model H20, ¾-1 ton, gross vehicle weight 6,000 lb., price $502, has same specifications as H30 except tires which are 7.50/17 and lighter rear springs.
(6) General Motors—Models T-18 to T-61 inclusive are also available for export only as coach chassis. Double reduction axles optional at extra cost in Models T-43, T-43T, T-51, T73H and T-74. Worm type axles optional at price deduction in Models T-61, T-75T, T.75, T-75H and T-83. Chassis prices and weights on all cab-over-engine models include the cab. A complete line of superheavy duty models designated T-85 series (4-wheel) and T-95 series (6-wheel) custom-built to exactly meet customer's requirements are available with a range of axles, wheelbases, engines, transmissions, etc. and prices will be quoted upon application.
Gramm—Larger engines and corresponding auxiliary units provided on all models at extra cost when type of service demands. Wheelbases and body mounting dimensions may change to suit special requirements. Double reduction axles available on all models except AX and BX.
Gross weight indicated for each model in the table is the straight rating.
Series CXH is supplied with Hercules JXB engine in Model CXHB and Hercules JXC in Model CXHC.
(7) Grass Premier—Eight cylinder engines available on following models: 835 with Lyc. GU at $1515 list; 865 with Lyc. HF at $4230; 875 with Lyc. AE at $5400.
(8) International Harvester—A-1, ½ ton, same as A-2 except less spring leaves and smaller tires.
(9) Le Moon—Model 600 available with Lyc. AEC at same cost. Models 701 and 801 available with Waukesha 6SRL at same cost.
(10) Sterling—Rocker arm used in place of springs
(*) Sterling—These models also available equipped with Cummins Model H Diesel engine.
†Reo—Model 1D is the longer wheelbase edition of Model 1B. The frame dimension is 7x2¾x⅛. It is furnished at extra cost.
††Reo—2J,2K same as 2H except 166 in wheelbase and price of $1695
††Reo—3J same as 3H except wheelbase of 170 in. and price of $2085; 3K same as 3H except 185 in. wheelbase and price of $2155. 3M same as 3H except 205 in. wheelbase.
(11) Studebaker—S-2 in 141 in. and 165 in. wheelbases has 6⅛ in. frame depth.
(12) White—Each model shown is furnished with different specifications for different tonnage ratings.
•—Factory governed speed 2400 r.p.m.
(12a) White—Special prices for each installation.
(13) Marmon-Herrington—Available with Hercules Diesel engine. Price on application.
(14) Ford—Rear axle ratios 5.14 and 6.6 optional on 1½-ton trucks.
(15) Mack—Chassis price and weight include cab.
(16) Biederman—Will furnish Continental, Hercules, Waukesha and Lycoming engines at the buyer's option.
(17) Moreland—All Moreland models available with Waukesha engines and as six-wheelers with dead axle.

MAKES—ALL

AB—American Bosch.
A LaF—American La France.
AL—Auto Lite.
B—Bendix.
BB—Borg & Beck.
BL—Brown-Lipe.
BO—Bendix front, Own rear.
Blo—Blood.
Bu or Bud—Buda.
BW—Borg Warner
BWs—Bendix front, Westinghouse rear.
C or Col—Columbia.
Car—Carter.
Ch—Chicago.
Cl—Ignition by compression.
Cl or Cla—Clark.
Cle—Cleveland.
Co—Covert (transmission)
Co—Covert (clutch)
Con—Continental.
Cot—Cotta Gear.
Cum—Cummins-Diesel
Det—Detroit Lubricator.
DG—Detroit Gear and Machine.
DR—Delco Remy.
Eat—Eaton.
Ei—Eisemann.
En—Governor built in engine
EV—Electro-Vac (gov.) Pierce.
Fe—Fedders.
Fu—Fuller.
Ge—Gemmer.
GO—G. & O.
Ha—Handy (governor).
Ha—Hannum (steering gear).
HaS—American Car & Fdry.
Her—Hercules.
Hr—Harrison.
HS—Merchant & Evans (clutch).
HS—American Car & Fdry. (governor).
Jac—Saginaw.
Jo—Jones.
KP—Handy.
L—Lockheed.
Li—Lipe, W. C.
LN—Leece Neville.
Lo—Long.
LO—Lockheed front, Own rear
LW—Lockheed front, Wisconsin rear.
Lyc—Lycoming.
Mc—McCord.
Ma—Marvel.
ME—Merchant & Evans.
MM—Mechanics Mach.
Mo—Modine (radiator).
Mo—Monarch (governor).
My—Mallory.
NE—North East.
No—Not supplied.
ns—No Standard.
O or Ow—Own.
Op or Opt—Optional.
Pe—Pierce (governor).
Pe—Perfex (radiator).
PS—Peters & Snead.
RB—Robt. Bosch.
Ro—Rockford.
Ros—Ross.
Sc—Scintilla.
Sch—Wheeler-Schebler.
Shu—Shuler.
SpB—Spicer and Blood.
Spi—Spicer.
Ste or St—Sterling.
Str—Stromberg.
Til—Tillotson.
T or Tim—Timken.
TWH—Timken Wisconsin Herrington
WG—Warner Gear.
Wa—Waukesha (governor).
Wau—Waukesha.
W or Wis—Wisconsin.
Ws—Westinghouse.
Yo—Young.
Zen—Zenith.

BRAKES—SERVICE

Location

2—Two Wheels, rear only.
2/4—Two-wheel brakes effective on all four wheels through driveshaft.
4/6—Brakes on four rear wheels effective on all wheels through driveshaft.
T/4—Brake on transmission effective on all four wheels through driveshaft.
4—Four Wheels, front and rear.
4r—Four Wheels, rear only.
6—Six Wheels, front and rear.
J—Jackshaft.
P—Propeller shaft.

Type

I—Internal.
X—External.

Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—HAND

Location

C—Center of double propeller shaft.
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gearshaft.
T—Transmission.
F—Driveshaft.

Type

D—Tru-Stop disk.
I—Internal.
X—External.

BRAKE DRUMS

Material

a—Cast alloy iron.
A—American Car Fdry.
C—Centrifuse
D—Dayton.
E—Ermalite.
G—Gunite.
H—Hunt Spiller.
c—Cast iron.
p—Pressed steel.
P—Pressed steel.
s—Cast steel.
(Where a combination of any of the above is used, the first reference mark applies to the front and the second to the rear drums.)

CLUTCH

Type

D—Multiple disk.
dp—Double plate.
O—Plate in oil.
P—Single plate

ENGINE

Valve Arrangement

F—Inlet valve in head; exhaust valve at side.
H—In head.
L—"L" head, valves at side.
T—Inlet and exhaust on opposite sides.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.,
PS—Pressure with splash.

FRAME

Type

I—"I" Beam.
C—Channel.
T—Channel tapered front and rear.
L—Channel reinforced with liner.
B—Channel reinforced with both liner and fishplate.
P—Channel reinforced with plate.
TL—Channel tapered front and rear reinforced with liner.
D—Drop Center
Tf—Tapered front
X—x-Braced

FUEL SYSTEM

Fuel Feed

E—Electric pump.
G—Gravity.
M—Mechanical pump.
P—Pressure.
V—Vacuum.
B—Bosch
C—Cummins

REAR AXLE

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
F—Full-floating.
2—Double Reduction.
S—Spiral bevel.
W—Worm.
w/2—Worm or Double Reduction Optional.
½—Semi-floating.
¾—Three-quarter floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss. (springs)
R—Radius Rods
T—Torque Arm.
U—Torque Tube.

SPRINGS

Auxiliary Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.
N—No.
O—Optional.

TIRES

B—Balloon.
DB—Dual Balloons.
P—High Pressure Pneumatics.
DP—Dual High Pressure Pneumatics.
S—Solids.
DS—Dual Solids.
*—Pneumatics at extra cost.

TRANSMISSION

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary Location

No—Not furnished.
O2—2 speed axle unit optional at extra cost.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

WHEELS DRIVEN

2C—Center pair of rear wheels
2R—Rear pair of rear wheels.
4F—Front and center pair of rear wheels.
4R—Four rear wheels.
6—Six wheels.

Line Number	MAKE AND MODEL	GENERAL (See Keynote)					TIRE SIZE		MAJOR UNITS									FRAME	
									ENGINE		TRANSMISSION		REAR AXLE			GEAR RATIOS			
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	In High	In Low	Side Rail Dimensions	Type
1	A.C.F.	160	6950	186	222	26000	10170	B9.75/22	B9.75/22	HaS 160	6-4¼x5½	BL 1714	U 4	Op	Tim 76730	2F	R	7.46	52.7	8x3x¼	P
2		175B	8300	186	222	26000	10750	B10.50/22	B10.50/22	HaS 175	6-5x6	BL 714	U 4	Op	Tim 76730	2F	R	7.46	38.6	8x3x¼	P
3		175A	8800	186	240	30000	11610	B10.50/24	B10.50/24	HaS 175	6-5x6	BL 714	U 4	Op	Tim 79730	2F	R	7.48	38.7	8x3x¼	P
† 4	Armleder	11H	1½–2½	1295	156	195	11500	4850	B6.50/20	DB6.50/20	Con 16C	6-3½x4½	BL 35	U 4	No	Tim	BF	H	5.83	31.2	6x3x¼	P
† 5		21Ha	2½–4	2185	160	207	15300	5450	B8.25/20	DB8 25/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	H	6.06	38.5	6x3x¼	P
6		31Ha	3–4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	H	6.02	39.2	7x3x¼	P
7		41Ha	4½–6	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	H	6.83	43.8	7x3x¼	P
8		61Ha	5–7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4¼x4½	Fu 5-A-53	U 5	No	Own	2F	R	7.07	49.7	8¼x3x¼	P
9		71Ha	8–11	5895	152	247	35000	9820	B10.50/24	DB10.50/24	Her RXC	6-4½x5¼	Fu 5-A-53	U 5	No	Wis	2F	R	7.07	49.8	8½x3x¼	P
10	(T) TRD	10		4150	148	174	35000	7100	B9.00/20	DB9.00/20	Her YXC	6-4¾x4¾	Fu 5-A-53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
11	(T) TRDA	12		4350	148	174	39000	7226	B9.75/20	DB9.75/20	Her YXC3	6-4¾x4¾	Fu 5-A-53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
12	(T) TRDB	15		4595	148	174	45000	7326	B9.75/20	DB9.75/20	Her RXC	6-4½x5¼	Fu 5-A-53	U 5	No	Wis	2F	R	7.8	56.8	7x3x¼	P
13	Autocar	RG	2½	3000	150	192	.....	6100	P34x7	DP34x7	Own R	6-3¾x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x¼	T
14		D	3	3500	150	192	.....	6140	P34x7	DP34x7	Own SD	6-4x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x¼	T
15		DF	3½	3950	150	192	.....	7010	B9.00/20	DB9.00/20	Own SD	6-4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x¼	T
16		DH	4	4150	150	174	.....	7400	P36x8	DP36x8	Own SD	6-4x4¾	Own T	U 4	No	Own N	2F	H	8.57	54.3	8x3x¼	T
17		N	4	4650	191	227	.....	8275	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own D	U 5	No	Own N	2F	H	7.20	45.6	9x3x¼	T
18		NF	5	4750	151	227	.....	8370	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No	Own TF	2F	H	7.20	42.1	9x3x¼	T
19		S	5	5500	168	168	.....	9675	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own T	U 4	A 3	Own CG	2F	H	8.52	54.0	9x3x¼	T
20		C	7½	6650	158	176	.....	11784	B10.50/24	DB10.50/24	Own SCM	6-4½x4¾	BL 734	U 4	A 3	Wis 78720	2F	H	9.92	121.	10½x3x¼	T
21		NFS	7½	5600	208	.....	.....	10000	B10.50/20	DB10.50/20	Own SCH	6-4¼x4¾	Own T	U 4	No	Own TF	2F	H	7.20	45.6	9x3x¼	T
22		T	7½	5900	192	242	.....	9680	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own D	U 5	No	Own TG	2F	H	7.20	88.5	9x3x¼	T
23		TE	8½	6300	214	228	.....	10020	B9.75/22	DB9.75/22	Own SCM	6-4½x4¾	BL 7351	U 5	No	Own CG	2F	H	7.20	87.6	10½x3x¼	T
24	(Eng.upd.seat)	UD	3	3500	97	145	.....	6740	P34x7	DP34x7	Own SD	6-4x4¾	Own T	U 4	No	Own H & D	2F	H	6.21	39.3	8x3x¼	T
25	"	UDF	3½	3950	127	145	.....	7655	B9.00/20	DB9.00/20	Own SD	6-4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x¼	T
26	"	UN	4	4650	96	163	.....	8635	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own D	U 5	No	Own C & N	2F	H	7.20	45.6	8x3x¼	T
27	"	UNF	5	4850	128	163	.....	9200	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No	Own TF	2F	H	7.20	42.1	9x3x¼	T
28	"	US	5	5300	109	109	.....	9115	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own T	U 4	No	Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
† 29	"	UT	7½	5900	128	163	.....	9660	B10.50/22	DB10.50/22	Own SCM	6-4¼x4¾	Own D	U 5	No	Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
30	"	U. TE	8½	6300	145	163	.....	10525	B9.75/22	DB9.75/22	Own SCM	6-4¼x4¾	Own T	U 4	A 3	Own CG&TG	2F	H	7.20	45.6	10½x3x¼	T
31	Available	W-120	1½	1245	Op	Op	11200	4000	B6.50/20	DB6.50/20	Wau BL	6-3½x4½	WG T9	U 4	No	Tim 53200	SF	H	6.6	42.2	10x2½x⅛	TX
32		W-170	2½	1620	Op	Op	13400	4700	B7.50/20	DB7.50/20	Wau BL	6-3½x4¼	WG T9	U 4	No	Tim 54300	SF	H	6.8	43.5	10x2½x⅛	TX
33		W-210	2½	1720	Op	Op	13400	4800	B7.50/20	DB7.50/20	Wau BK	6-3¾x4½	BL 234	U 4	No	Tim 54300	SF	H	6.8	43.5	10x2½x⅛	TX
34		W240	3	1975	Op	Op	16300	5400	B8.25/20	DB8.25/20	Wau BK	6-3¾x4¼	BL 234	U 4	No	Tim 56200	SF	H	7.4	47.4	12x2½x¼	TX
35		W300	4	2750	Op	Op	20700	7000	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	Fu 5-A-380	U 5	No	Tim 58205	SF	R	7.8	54.6	12x2½x¼	TX
36		W400	5	3750	Op	Op	25500	8200	B9.75/20	DB9.75/20	Wau 6-125	6-4½x5¼	Fu 5-A-530	U 5	No	Tim 65720H	WF	R	8.5	55.6	14x3x⅛	TX
37	Biederman	10	1½	895	130	157	6000	2800	B6.00/20	B6.00/20	Con 25A (16)	6-3½x4	War	U 4	No	Cla B373	BF	R	5.10	31.6	7x3x⅛	T
38		20	1½	1195	157	170	8400	3200	B6.00/20	DB6.00/20	Wau 6BL(16)	6-3½x4¼	War	U 4	No	Cla B373	BF	R	6.37	39.4	7x3x⅛	T
39		30	2	1280	157	170	11400	4100	B7.00/20	DB7.00/20	Wau 6BL(16)	6-3½x4¼	War	U 4	No	Cla B373	BF	R	6.37	39.4	7x3x⅛	T
40		40	2½	1795	180	200	16000	5400	B8.25/20	DB8.25/20	Wau 6BK(16)	6-3¾x4¼	Cla	U 5	No	Cla B613	BF	R	6.37	45.0	7½x3x¼	T
41		50	3	2400	180	200	20000	6450	B9.00/20	DB9.00/20	Wau 6BK(16)	6-3¾x4¼	Cla	U 5	No	Cla B805	BF	R	6.42	46.7	7½x3x¼	T
42		60	3	3150	180	210	20000	6820	B9.00/20	DB9.00/20	Lyc A5E (16)	6-3¾x4½	BL	U 5	No	Cla B805	BF	R	6.42	46.7	8x3x¼	T
43		70	3½	3600	157	210	24000	7530	B9.75/20	DB9.75/20	HerWXC3(16)	6-4¼x4¼	BL	U 5	No	Wis 1237	2F	R	8.00	58.7	8x3x¼	T
44		80	5	4200	187	210	28000	8500	B10.50/20	DB10.50/20	Her RX8 (16)	6-4½x5¼	Fui	U 5	No	Wis 1737	2F	R	8.94	65.1	10x3x¼	T
† 45	Brockway	80	2	1210	149	168	11500	4035	B6.50/20	DB6.50/20	Con 26B	6-3¾x4	Wa T9	U 4	No	Tim 53200H	SF	H	5.66	36.2	7½x2½x⅛	T
† 46		90	2–2½	1510	149	186	14000	4480	B7.00/20	DB7.00/20	Con 28B	6-3¾x4¾	Wa T9	U 4	No	Tim 54300H	SF	H	5.83	37.4	7½x2½x⅛	T
† 47		100	2½	1855	168	200	15000	5125	B7.50/20	DB7.50/20	Con 28B	6-3¾x4¾	Fu	U 5	No	Tim 54300H	SF	H	5.83	46.0	7½x2½x⅛	T
† 48		120	2½–3	2260	156	188	15000	5800	B7.50/20	DB7.50/20	Con 30B	6-4x4½	BL 314	U 4	No	Tim 54300H	SF	H	5.83	38.5	7½x3x¼	T
† 49		140	3–3½	2850	156	200	17500	6385	B8.25/20	DB8.25/20	Con 30B	6-4x4½	BL 314	U 4	Op	Wis 4916L	2F	R	6.66	43.5	7½x3x¼	T
† 50		150	3–3½	2660	170	200	18500	6245	B8.25/20	DB8.25/20	Con 32B	6-4¼x4½	Fu 5-A-38	U 5	Op	Tim 56200H	SF	R	5.71	35.0	7½x3x¼	T
† 51		141	3½–4	3355	170	200	21000	7450	B9.00/20	DB9.00/20	Con 30B	6-4x4½	BL 314	U 4	Op	Wis 72000	2F	R	7.0	46.2	8x3x¼	T
† 52		160	3½–4	3295	170	200	21000	7500	B9.00/20	DB9.00/20	Con 32B	6-4¼x4½	Fu 5-A-38	U 5	Op	Tim 58205H	SF	R	6.14	48.5	8x3x¼	T
† 53		170	4	3640	170	212	21000	7700	B9.00/20	DB9.00/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op	Wis 72000	2F	R	5.78	44.5	8x3x¼	T
† 54		175–X	4–7½	4290	170	224	25000	7900	B9.00/20	DB9.00/20	Con 34B	6-4½x4¾	BL 5352	U 5	Op	Wis 1337BH	2F	R	5.63	43.4	8x3x¼	T
† 55		195	5–7½	4230	170	224	25000	8540	B9.75/20	DB9.75/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op	Wis 1337BH	2F	R	5.63	43.4	8½x3x⅛	T
† 56		220	K–9	4930	170	224	30000	8980	B10.50/20	DB10.50/20	Con 34B	6-4½x4¾	BL 5352	U 5	Op	Wis 1737KH	2F	R	5.75	44.3	8½x3x⅛	T
† 57		260	10	6030	212	240	30000	9585	B10.50/22	DB10.50/22	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8½x3x⅝	T
† 58		260S	10	6380	212	240	36000	10075	B10.50/24	DB10.50/24	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8½x3x⅝	B
		V-1200	15	10500	156	240	60000	12400	B11.25/22	DB11.25/22	A LaF V12	12-4x5	BL 7351	U 5	Op	Wis 1910W	2F	R	7.95	49.8	10x3x⅛	T
		PC-15-SD	2–3	1950	168	200	15000	4985	B7.50/20	DB7.50/20	Con 28B	6-3¾x4¾	Fu 5-A-38	U 5	Op	Tim 54300H	SF	H	5.83	46.0	7½x2½x⅛	T
		PC-22-SD	3½–4	3200	188	200	22000	7080	B9.00/20	DB9.00/20	Con 32B	6-4¼x4½	Fu 5-A-38	U 5	Op	Tim 58205H	SF	R	6.14	48.5	8x3x¼	T
		PC-22-SP	3–4	4200	170	212	22000	7640	B9.00/20	DB9.00/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op	Tim 58205	SF	R	6.14	47.3	8x3x¼	T
		PC-22-DR	3–4	4200	170	212	22000	7540	B9.00/20	DB9.00/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op	Wis 72000	2F	R	5.78	44.5	8x3x¼	T
		PC-34-SP	5	5000	188	224	24000	8150	B9.75/20	DB9.75/20	Con 34B	6-4½x4¾	BL 5352	U 5	Op	Wis 1337BW	2F	R	5.63	43.4	8½x3x⅛	T
		PC-34-SD	5	4900	188	224	24000	8125	B9.75/20	DB9.75/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op	Wis 1337BW	2F	R	5.63	43.4	8½x3x⅛	T
		PC-68-SD	7½	5250	188	224	28000	8500	B9.75/20	DB9.75/20	Con 34B	6-4½x4¾	BL 5352	U 5	Op	Wis 1737KW	2F	R	5.75	44.3	8½x3x⅛	T
		PC-34-SPX	7½	5350	200	224	28000	8600	B9.75/20	DB9.75/20	Con 35B	6-4½x5¼	Fu 5-A-53	U 5	Op	Wis 1337BW	2F	R	5.63	45.4	8½x3x⅛	T
		PC-68-SPX	10	5950	212	224	34000	9585	B9.75/20	DB9.75/20	Con 35B	6-4½x5¼	Fu 5-A-53	U 5	Op	Wis 1737KW	2F	R	6.38	51.5	8¼x3x⅝	T
		PC-68-VSD	15	10500	200	240	60000	12250	B10.50/20	DB10.50/20	A LaF V12	12-4x5	BL 7351	U 5	Op	Wis 1910W	2F	R	7.95	49.8	10x3x⅛	T
70	Chevrolet	Comm'l	½	365	112	112	4400	2110	B5.50/17	B5.50/17	Own	6-3x4	Own	U 3	No	Own	S½	U	4.11	12.4	5¾x2½x⅛	C
71		Utility	1½	515	131	131	9300	2995	P30x5	P32x6	Own	6-3x4	Own	U 4	No	Own	S½	U	5.43	39.2	7x2¾x⅛	C
72		Utility	1½	545	157	157	9300	3100	P30x5	P32x6	Own	6-3x4	Own	U 4	No	Own	S½	U	5.43	39.2	7x2½x⅛	C
73	Corbitt (3)	8B4	1½	980	134	134	8500	3200	B6.00/20	P32x6	Con W10	4-3¾x4¼	Ow 8T	U 4	No	Own 8R	SF	H	5.4	38.4	5½x3x¼	P
74		8B6	1½	1080	136	136	8500	3275	B6.00/20	P32x6	Con 25A	6-3¾x4	Ow 8T	U 4	No	Own 8R	SF	H	5.4	38.4	5½x3x¼	P
75		10B6	1½–2	1310	170	191	.....	4200	B6.50/20	DB6.50/20	Con 25A	6-3¾x4¼	BL 214	U 4	No	Tim 53200H	SF	H	Op	Op	5½x3½x¼	T
76		9B6	1½–2½	2185	152	183	.....	4200	P32x6	DP32x6	Con 20C	6-3¾x4¾	BL 224	U 4	No	Tim 54200H	SF	H	5.57	27.8	7x3½x¼	T
77		12B6	2–3	3060	163	220	.....	4870	B7.50/20	DB7.50/20	Con E601	6-3¾x4½	BL 334	U 4	No	Tim 56200H	SF	H	Opt	Opt	7x3½x¼	T
78		12W6	2–3	2950	165	220	.....	4910	B7.50/20	DB7.50/20	Con E601	6-3¾x4½	BL 334	U 4	No	Tim 64800H	WF	H	Opt	Opt	7x3½x¼	T
79		15B6	2½–3½	3740	174	220	.....	5870	P34x7	DP34x7	Con E601	6-3¾x4½	BL 334	U 4	No	Tim 58200H	SF	H	Opt	Opt	7x3½x¼	T
80		15W6	2½–3½	3850	183	224	.....	6160	P34x7	DP34x7	Con E601	6-3¾x4½	BL 334	U 4	No	Tim 65200H	w/2F	H	Opt	Opt	7x3½x¼	T
81		18	2½–4	4400	178	230	.....	8100	P36x8	DP36x8	Con E602	6-4½x4½	BL 334	U 4	No	Tim 65720H	w/2F	H	Opt	Opt	8x3½x¼	T
82		24	3½–5	5115	195	230	.....	9200	B9.75/20	DB9.75/20	Con E603	6-4¼x4½	BL 60	A 7	No	Tim66720H	w/2F	H	Opt	Opt	8x3½x¼	T
83		33	5–7½	6160	195	230	.....	10000	P40x10	DP40x10	Con 21R	6-4¾x4¾	BL 60 Max	A 7	No	Tim68720TW	w/2F	H	Opt	Opt	8x3x⅛	T
84		(T)10B6T	3–5	1650	(3)	(3)	.....	3950	B6.50/20	DB6.50/20	Con 20C	6-3¾x4¾	BL 224	U 4	No	Tim 53200H	SF	H	Opt	Opt	5¾x3½x¼	T
85		(T)9B6T	4–6	2600	(3)	(3)	.....	4200	B7.50/20	DB7.50/20	Con E601	6-4¼x4½	BL 334	U 4	No	Tim 54200H	SF	H	Opt	Opt	7x3½x¼	T
86		(T)12BT6	4–7	3465	(3)	(3)	.....	4870	B8.25/20	DB8.25/20	Con E602	6-4¼x4½	BL 335	U 5	No	Tim 56200H	SF	H	Opt	Opt	7x3½x¼	T
87		(T)15B6T	5–8	4875	(3)	(3)	.....	5870	B9.00/20	DB9.00/20	Con 21R	6-4¾x4¾	BL 335	U 5	No	Tim 58200H	SF	H	Opt	Opt	7x3½x¼	T
88		(T)18D6T	8–10	5500	(3)	(3)	.....	8100	B9.75/20	DB9.75/20	Con 22R	6-4½x5¼	BL 5351	U 5	No	Tim 75733H	2F	H	Opt	Opt	8x3½x¼	T
89		(T)24D6T	10–15	6500	(3)	(3)	.....	9200	B10.50/20	DB10.50/20	Con 16H	6-4¾x5¾	BL 7212	U 4	U3	Tim 66720W	2F	H	Opt	Opt	8x3x⅛	T
90	Day-Elder (4)	75	1½	945	135	156	8500	3700	B6.00/20	B6.50/20	Her JXA	6-3¾x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	5½x3¾x⅛	C
91		85	2	1195	135	168	9500	4000	B6.00/20	DB6.50/20	Her JXB	6-3¾x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	5½x3¾x⅛	C
92		110	2½	1495	156	186	11500	4800	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	7x3¾x¼	C
93		130	3	1995	157	193	13000	6200	B7.50/20	DB7.50/20	Her WXC	6-4x4½	BL 334	U 4	No	Tim 56200H	BF	H	6.17	37.0	7x3¾x¼	C
94		200	3½	2445	165	204	17500	6400	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 58200H	BF	H	6.14	41.9	9x3¾x¼	C
95		200	4	2895	165	204	20000	7200	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 65720H	WF	R	7.75	47.6	9x3½x¼	C
96		240	5–7	3995	162	234	28500	9500	B10.50/20	DB10.50/20	Her RXC	6-4½x5¼	BL 534	U 4	No	Tim 66720H	WF	R	7.60	52.1	10x3¾x¼	C
† 97	Diamond T	211SF	1½	595	135	158	10000	3410	B5.50/20	B6.50/20	Her JXA	6-3¾x4¼	WG T9	U 4	No	Cla B364	S½	H	5.4	34.6	7x2½x⅛	T
† 98		211FF	1½	615	135	158	10000	3410	B5.50/20	B6.50/20	Her JXA	6-3¾x4¼	WG T9	U 4	No	Cla B373E	SF	H	Opt	Opt	7x2½x⅛	T
† 99		226	1½	725	135	158	10500	3500	B6.00/20	DB6.00/20	Her JXA	6-3¾x4½	WG T9	U 4	No	Cla B410	SF	H	Opt	Opt	7x2½x⅛	T
†100		242	1¾	825	137	179	11000	3850	B6.00/20	DB6.00/20	Her JXA	6-3¾x4¼	WG T9	U 4	No	Cla B473	SF	H	Opt	Opt	8x3x⅛	T
†101		262	1¾–2	995	155	179	12000	4200	B6.50/20	DB6.50/20	Her JXB	6-3¾x4¼	WG T9	U 4	No	Cla B473	SF	H	Opt	Opt	8x3x⅛	T
†102		311B	2	1060	155	179	13000	4500	B6.50/20	DB6.50/20	Her JXB	6-3¾x4¼	WG T9	U 4	No	Cla B613	SF	H	Opt	Opt	8x3x⅛	T
†103		351B	2½	1375	155	179	15000	5125	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	Cla 116A	U 5	No	Cla B642	SF	H	Opt	Opt	8x3x⅛	T
†104		311DR	2½	1345	155	179	14000	4600	B6.50/20	DB6.50/20	Her JXB	6-3¾x4¼	WG T9	U 4	No	Wis 4916L	2F	R	Opt	Opt	8x3x⅛	T
†105		411B	3	1895	189	225	17000	5600	B7.50/20	DB7.50/20	Her WXC	6-4x4½	Cla R909	U 5	No	Cla B642	SF	H	Opt	Opt	10x3x¼	T
†106		351DR	3	1650	155	179	16000	5300	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	Cla 116A	U 5	No	Wis 4916L	2F	R	Opt	Opt	8x3x⅛	T
†107		511B	4	2195	189	225	18000	6600	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	Cla R909	U 5	No	Tim 58205H	SF	H	Opt	Opt	10x3x¼	T
†108		411DR	4	2195	189	225	18000	6200	B7.50/20	DB7.50/20	Her WXC3	6-4¼x4½	Cla R909	U 5	No	Wis 70000	2F	R	Opt	Opt	10x3x¼	T
†109		511DR	5	2550	189	225	20000	7200	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	Cla R909	U 5	No	Wis 1337H	2F	R	Opt	Opt	10x3x¼	T
†110		740A	5–6	3695	178	232	22000	8500	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL5351	U 5	Op	Wis 1337H	2F	R	Opt	Opt	7½x3½x⅛	P
†111		750	5–7	4600	178	232	28000	10000	B9.75/22	DB9.75/22	Her YXC	6-4½x5¼	Co SA5	A 5	Op	Wis 1737 KW	2F	R	Opt	Opt	7½x3¾x⅛	P
112		1515	7½	6800	171	Op	36000	12000	B10.50/24	DB10.50/24	Her HXB	6-5x6	BL 744	A 4	A 3	Wis 79730	2F	R	Opt	Opt	9x3½x¼	T
113	Differential	E-131	2½	3200	160	160	18100	5100	B9.00/20	DB9.00/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 58200	BF	H	7.8	51.4	12x2½x¼	T
114	Dodge Bros.	HC	Com'l	340	111	111	.....	1775	B5.25/17	B5.25/17	Own	6-3¼x4½	Own	U 3	No	Own	S½	H	4.37	12.2	5x2x⅜	X
†115		KC	Com'l	385	111	111	.....	1775	B5.25/17	B5.25/17	Own	6-3¼x4⅜	Own	U 3	No	Own	S½	H	4.11	11.5	5x2x⅜	X
116		HCL	Com'l	365	119	119	.....	1805	B5.25/17	B5.25/17	Own	6-3¼x4⅜	Own	U 3	No	Own	S½	H	4.37	12.2	5½x2¼x½	X
†117		KCL	Com'l	415	119	119	.....	1805	B5.25/17	B5.25/17	Own	6-3¼x4⅜	Own	U 3	No	Own	S½	H	4.11	11.5	5½x2¼x½	X
118		H20	¾–1	502	131	131	6075	2667	B7.00/20	B7.00/20	Own	6-3¼x4⅜	Own	U 4	No	Own	SF	H	5.85	37.4	6⅜x2¼x⅛	C
†119		K20	¾	540	131	...	5500	2559	B6.00/20	P32x6	Own	6-3¼x4⅜	Own	U 4	No	Own	SF	H	4.87	31.2	6⅜x2¼x⅛	C
†120		K-20X	1	540	131	...	6075	2612	B6.00/20	P32x6	Own	6-3¼x4⅜	Own	U 4	No	Own	SF	H	4.87	31.2	6⅜x2¼x⅛	C
†121		K22	1	870	140	...	7800	2710	B7.00/20	B7.00/20	Own	6-3½x4½	Own	U 5	No	Own	SF	H	5.66	40.0	8¼x2½x⅛	C
122		H30	1½–2	490	131	157	8400	2612	B6.00/20	P32x6	Own	6-3¼x4⅜	Own	U 4	No	Own	SF	H	5.85	37.4	6⅜x2¼x⅛	C
†123		(Cont.) K30	1½–2	540	131	...	8400	2667	B6.00/20	P32x6	Own	6-3¼x4⅜	Own	U 4	Op	Own	SF	H	4.87	31.2	6⅜x2¼x⅛	C

†—Denotes new model or change in specifications.

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location, Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	468	4.4	322	43.3	120-2200	H	C	A	4-2¾	10⅜	CC	Ha	Zen	V	DR	DR	P.BL	Lo	Spl	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
2	707	4.4	500	60.	175-2200	H	C	A	7-3¼	14⅞	CC	Ha	Zen	M	DR	DR	dp.Lo	Lo	Spl	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
3	707	4.4	500	60.	175-2200	H	C	A	7-3¼	14⅞	CC	Ha	Zen	M	DR	DR	dp.Lo	Lo	Spl	Tim 27451	Ros	O4IA	816	A	CD	172	102	33½	42x3	56x4	½
4	248	5.0	150	27.3	76-2800	L	C	A	7-2⅜	10 5/16	FP	No	Zen	M	DR	DR	D.BL	Yo	Spl	Tim	Ros	L4IH	380	G	TX	129½	Opt	31½	40x2½	50x3	½
5	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.BB	Yo	Spl	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
6	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spl	Tim	Ros	L4IHV	578	G	TX	106	Opt	31½	40x2½	62⅝x2½	N
7	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spl	Shu	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	62⅝x2½	N
8	360	4.7	238	40.3	80-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spl	Shu	Ros	L4IHV	768	H	TX	106	Opt	31½	41x2½	62⅝x2½	N
9	529	4.4	355	51.2	115-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spl	Shu	Own	Ws4IA	847	G	TD	118	Opt	31½	41x2½	62⅝x3	N
10	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D Fu	Yo	Spl	Shu	Ros	L4IHV	893	H	TD	93 3/16	Opt	31½	41x2½	62⅝x3	N
11	478	4.4	318	51.2	103-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spl	Shu	Ros	L4IHV	893	H	TD	92 3/16	Opt	31½	41x2½	62⅝x3	N
12	529	4.4	355	51.2	115-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spl	Shu	Ros	L4IHV	893	H	TD	93 3/16	Opt	31½	41x2½	62⅝x3	N
13	314	5.2	213	33.7	75-2400	L	G	C	7-3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spl	Tim 31000	Ros	LO4ID V	450	c	2I	88⅜	60⅜	34⅛	40x2½	54x3	½
14	358	5.2	240	38.4	84-2500	L	G	C	7-3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spl	Tim 33000	Ros	LO4ID V	450	c	2I	88⅜	60⅜	34⅛	42½x3	54x3	½
15	358	5.2	240	38.4	84-2500	L	G	C	7-3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spl	Tim 35000	Ros	LO4ID V	519	c	2I	88⅜	60⅜	34⅛	42½x3	54x3	½
16	358	5.2	240	38.4	84-2500	L	G	C	7-3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spl	Tim 35000	Ros	LO4ID V	519	c	2I	88⅜	60⅜	34⅛	42½x3	54x3	½
17	404	5.1	271	43.4	94-2500	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spl	Tim 35000	Ros	LO4ID V	519	c	FD	188⅛	102¼	34⅛	42x3	53x3	½
18	404	5.1	271	43.4	94-2500	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spl	Tim 35000	Ros	LO4ID V	519	c	FD	89¾	61¾	34⅛	42¼x3	53½x4	½
19	404	5.1	271	43.4	94-2500	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spl	Tim 26450	Ros	LO4ID V	543	c	FD	161⅝	82¼	34⅛	41⅜x3	53½x4	½
20	453	5.1	309	48.6	101-2400	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spl	Tim 27450	Ros	LO4ID V	660	c	FD	115⅞	71½	34¼	41⅜x3	54⅜x4	½
21	404	5.1	271	43.4	94-2500	L	G	C	7-3	14½	FP	Ow	Str	M	DR	LN	dp.Lo	GO	Spl	Tim 26450	Ros	BO41Mv	580	c	FD	210	119¼	34⅛	42¼x3	53½x4	½
22	453	5.1	309	48.6	101-2400	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spl	Tim 26450	Ros	O4IA	543	c	FD	162⅞	102¾	34⅛	41⅜x3	54⅜x4	½
23	453	5.1	309	48.6	101-2400	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spl	Tim 26450	Ros	O4IA	543	c	FD	244⅞	127½	34¼	42½x3	54⅜x4	½
24	358	5.2	240	38.4	84-2500	L	G	C	7-3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spl	Tim 35000	Ros	LO4I DV	450	c	2I	134	72¼	34	41¼x3	53x3	½
25	358	5.2	240	38.4	84-2500	L	G	C	7-3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spl	Tim 35000	Ros	LO4I DV	519	c	2I	176	102¼	34	41⅜x3	53x3	½
26	404	5.1	271	43.4	94-2500	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spl	Tim 26450	Ros	LO4I DV	543	c	FD	116	71¼	34	41⅜x3	53x3	½
27	404	5.1	271	43.4	94-2500	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spl	Tim 26450	Ros	LO4I DV	543	c	FD	176	103¼	34	41⅜x3	53x3	½
28	404	5.1	271	43.4	94-2500	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spl	Tim 26450	Ros	LO4I DV	543	c	FD	134	84¼	34	41⅜x3	53½x4	½
29	453	5.1	309	48.6	101-2400	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spl	Tim 27450	Ros	O4IA	599	c	FD	158	103¼	34	41⅜x3	53½x4	½
30	453	5.1	309	48.6	101-2400	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spl	Tim 27450	Ros	O4IA	599	c	FD	242	120¼	34	41⅜x3	53½x4	½
31	245	5.1	165	29.4	73-3000	L	G	A	7-2⅝	10¼	FP	No	Zen	M	DR	DR	P.Lo	Ch	Blo	Tim 30000H	Ros	L4IH	269	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
32	245	5.1	165	29.4	73-3000	L	G	A	7-2⅝	10¼	FP	Wa	Zen	M	DR	DR	P.Lo	Ch	Blo	Tim 31000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
33	282	5.1	188	33.8	85-3200	L	G	A	7-2⅝	10¼	FP	Wa	Zen	M	DR	DR	P.BL	Ch	Blo	Tim 31000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
34	282	5.1	188	33.8	85-3200	L	G	A	7-2⅝	10¼	FP	Wa	Zen	M	DR	DR	P.BL	Ch	Blo	Tim 33000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2½	58x3	N
35	358	5.1	254	38.4	110-2800	F	G	A	7-2 11/16	12½	FP	Wa	Ma	M	DR	DR	P.BB	Ch	Blo	Tim 35000H	Ros	L4IH	376	a	TD	Opt	Opt	32	42½x2½	58x3	N
36	462	5.0	324	45.9	125-2600	F	G	A	7-3	13⅞	FP	Wa	Str	M	DR	DR	P.BB	Ch	Blo	Tim 35000H	Ros	L4IHV	462	E	FD	Opt	Opt	32	42½x2½	58x3	N
37	215	5.0	142	27.3	72-3000	L	G	A	4-2⅜	6⅜	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F212	Ros	L4IH	312	G	TX	89	54	34	47x2¼	60x2½	N
38	245	5.2	162	29.4	75-2800	L	G	A	7-2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	312	G	TX	144	82	32	47x2½	60x2½	N
39	245	5.2	162	29.4	75-2800	L	G	A	7-2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	312	G	TX	144	82	32	47x2½	60x2½	N
40	282	5.2	190	33.8	84-2800	L	G	A	7-2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	458	G	PX	172	105	32	47x2½	60x3	N
41	282	5.2	190	33.8	84-2800	L	G	A	7-2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	490	G	PX	172	105	32	47x2½	60x3	N
42	298	5.2	194	33.8	86-2800	L	G	A	4-2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F318	Ros	L4IH	490	G	PX	170	105	32	47x2½	60x3	N
43	361	5.0	240	44.0	98-2500	L	G	A	7-2⅝	12 11/16	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Tim 35120	Ros	Ws4IA	616	G	PX	110	76	34	47x2½	60x3	N
44	500	5.0	330	48.6	110-2200	L	G	A	7-3	12⅝	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Tim 26450	Ros	Ws4IA	616	G	PX	154	103	34	47x2½	60x3	N
45	214	4.9	142	27.3	72-3200	L	C	A	4-2⅜	6⅜	CC	No	Zen	M	AL	AL	P.BB	GO	Spl	Col 4007	Ros	L4IH	248	G	TX	111	65	34	37x2¼	52x2½	½
46	248	4.9	170	27.3	78-3100	L	C	C	7-2⅜	10 5/32	CC	No	Zen	M	AL	AL	P.BB	GO	Spl	Col 5500A8	Ros	L4IH	365	G	CD	111	65	34	37x2¼	52x2½	½
47	248	4.9	170	27.3	78-3100	L	C	C	7-2⅜	10 5/32	CC	No	Zen	M	AL	AL	P.Li	GO	Spl	Col 5500A9	Ros	L4IH	365	G	CD	141	84	34	37x2¼	52x2½	½
48	311	4.2	196	38.4	73-2400	H	C	N	7-2¾	13 3/16	CC	No	Zen	M	AL	AL	D.BL	GO	Spl	Col 5500A7	Ros	L4IH	365	G	CD	108	69	34	40x2½	54x2½	½
49	311	4.2	196	38.4	73-2400	H	C	N	7-2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spl	Col 5500A7	Ros	L4IHV	365	G	CD	108	69	34	40x2½	54x3	½
50	360	4.5	240	40.8	90-2500	L	G	N	7-2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spl	Col 5500A7	Ros	L4IHV	365	G	CD	168	101	34	40x2½	54x3	½
51	311	4.2	196	38.4	73-2400	H	C	N	7-2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spl	Shu 15582B13	Ros	L4IHV	407	G	CD	142	83	34	40x2½	54x3	½
52	360	4.5	240	40.8	90-2500	L	G	N	7-2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spl	Shu 15582B13	Ros	L4IHV	407	G	CD	168	101	34	40x2½	54x3	½
53	381	4.4	276	40.8	106-2600	H	C	N	7-2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spl	Shu 15582B13	Ros	L4IHV	407	G	CD	142	83	34	40x2½	54x3	½
54	427	4.2	308	45.9	118-2600	H	C	N	7-2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spl	Shu 15682B11	Ros	L4IHV	407	G	CD	142	83	34	40x2½	54x3	½
55	381	4.4	276	40.8	106-2600	H	C	N	7-2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spl	Shu 15682B11	Ros	L4IHV	500	G	CD	142	83	34⅛	40x2½	54x3	½
56	427	4.2	308	45.9	118-2600	H	C	N	7-2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spl	Shu 15692B12	Ros	L4IHV	550	G	CD	142	83	34⅛	40x2½	54x3	½
57	501	4.3	350	48.6	125-2200	H	C	A	7-2¾	13⅞	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spl	Shu 15692B12	Ros	L4IHV	550	G	CD	210	125	34¼	40x2½	54x3	½
58	501	4.3	350	48.6	125-2200	H	C	A	7-2¾	13⅞	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spl	Shu 15692B12	Ros	Lw4IDV	600	G	CD	210	125	34¼	40x2½	54x3	½
59	753	5.1	505	76.4	240-2800	H	C	A	4-3½	9¼	FP	ALaF	Zen	V	DR	DR	dp.BL	GO	Spl	Tim 27452 A1	Ros	Ws4IA	558	G	CD	108	68	32	40x3	54x3½	½
60	248	4.9	170	27.3	78-3100	L	C	C	7-2⅜	10 5/32	CC	No	Zen	M	AL	AL	P.Li	GO	Spl	Col 5500A9	Ros	L4IHV	365	G	CD	141	84	34	37x2¼	54x2½	½
61	361	4.5	240	40.8	90-2500	L	G	N	7-2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spl	Shu 15582B13	Ros	L4IHV	407	G	CD	168	101	34	40x2½	54x3	½
62	381	4.4	276	40.8	106-2600	H	C	N	7-2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spl	Shu 15693B12	Ros	Ws4IA	500	G	CD	142	83	34	40x2½	54x3	½
63	381	4.4	276	40.8	106-2600	H	C	N	7-2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spl	Shu 15693B12	Ros	Ws4IA	500	G	CD	142	83	34	40x2½	54x3	½
64	427	4.2	308	45.9	118-2600	H	C	N	7-2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spl	Shu 15693B12	Ros	Ws4IA	550	G	CD	168	101	34	40x2½	54x3	½
65	381	4.4	276	40.8	106-2600	H	C	N	7-2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spl	Shu 15693B12	Ros	Ws4IA	550	G	CD	168	101	34⅛	40x2½	54x3	½
66	427	4.2	308	45.9	118-2600	H	C	N	7-2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spl	Shu 15693B12	Ros	Ws4IA	550	G	CD	168	101	34⅛	40x2½	54x3	½
67	501	4.3	364	48.6	135-2200	H	C	A	7-2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spl	Shu 15693B12	Ros	Ws4IA	550	G	CD	192	113	34⅛	40x2½	54x3	½
68	501	4.3	364	48.6	135-2200	H	C	A	7-2¾	13⅞	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spl	Shu 15693B12	Ros	Ws4IA	550	G	CD	210	125	34¼	40x2½	54x3	½
69	754	5.1	505	76.4	240-2800	H	C	A	4-3½	9¼	FP	ALaF	Zen	V	DR	DR	dp.BL	GO	Spl	Tim 27452A1	Ros	Ws4IA	558	G	CD	180	112	32	40x3	54x3½	½
70	207	5.45	147	26.3	60-3000	H	G	C	3-2⅛	5 11/16	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	170	p	4I	66½	32½	....	36x1¾	54x1¾	N
71	207	5.45	147	26.3	60-3000	H	G	C	3-2⅛	5 11/16	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	205	p	4I	86⅜	51½	36	36x1¾	45x2½	N
72	207	5.45	147	26.3	60-3000	H	G	C	3-2⅛	5 11/16	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	205	p	4I	112⅜	77½	36	36x1¾	45x2½	N
73	200	4.7	125	24.0	49-2800	L	C	A	3-2⅛	5⅞	FP	No	Zen	M	DR	DR	P.BB	Pe	Spl	Own SF	Ros	L4IH	268	p	TX	96	53	34	38x2¼	50x2½	N
74	214	4.9	142	27.3	72-3200	L	C	A	4-2⅜	6⅜	FP	No	Zen	M	DR	DR	P.BB	Pe	Spl	Own 8F	Ros	L4IH	268	p	TX	96	55	34	38x2¼	50x2½	N
75	214	4.9	142	27.3	72-3200	L	C	A	4-2⅜	6⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 30020H	Ros	L4IH	287	p	TX	Opt	Opt	34	38x2¼	50x2½	½
76	248	5.0	160	27.3	78-3200	L	C	C	7-2⅜	10 5/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 31000H	Ros	L4IH	327	a	TX	Opt	Opt	34	38x2¼	54x3	½
77	318	4.6	200	36.0	80-2700	L	C	C	7-2⅝	11 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
78	318	4.6	200	36.0	80-2700	L	C	C	7-2⅝	11 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
79	318	4.5	200	36.0	80-2700	L	C	C	7-2⅝	11 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 33000H	Ros	L4IH	660	a	TD	144	88	34	40x2½	54x3	½
80	318	4.5	200	36.0	80-2700	L	C	C	7-2⅝	11 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 33000H	Ros	L4IH	660	a	TD	144	97	34	40x2½	54x3	½
81	360	4.4	240	40.8	90-2500	L	C	C	7-2⅝	11 11/16	FP	No	Zen	M	DR	DR	D.BL	Pe	Spl	Tim 35000H	Ros	L4IHV	768	a	TD	132	92	34	40x2½	54x3	½
82	383	4.5	236	43.3	95-2500	L	C	C	7-2⅝	11 11/16	FP	No	Zen	M	DR	DR	D.BL	Pe	Spl	Tim 26450H	Ros	T4IHV	876	a	TD	162	109	34	46x3	60x3½	½
83	428	4.6	308	45.9	118-2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	D.BL	Pe	Spl	Tim27450TW	Ros	T4IA	921	a	TD	162	109	34	46x3	56x4	½
84	248	5.0	160	27.3	78-3200	L	C	C	7-2⅜	10 5/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 30020H	Ros	L4IHV	380	p	TX	(3)	(3)	34	38x2¼	50x2½	½
85	318	4.6	200	36.0	80-2700	L	C	C	7-2⅝	11 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 31000H	Ros	L4IHV	452	a	TX	(3)	(3)	34	38x2¼	54x3	½
86	360	4.4	240	40.8	90-2500	L	C	C	7-2¾	11 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 33000H	Ros	L4IHV	578	a	TD	(3)	(3)	34	40x2½	54x3	½
87	428	4.6	308	45.9	118-2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 33000H	Ros	L4IHV	660	a	TD	(3)	(3)	34	40x2½	54x3	½
88	500	4.5	340	48.6	138-2500	H	C	A	7-2¾	13 3/16	FP	No	Zen	M	DR	DR	D.BL	Pe	Spl	Tim 35000H	Ros	L4IHV	768	a	TD	(3)	(3)	34	40x2½	54x3	½
89	611	4.5	384	54.1	127-2300	L	G	A	7-3	13 11/16	FP	No	Zen	M	DR	DR	dp.BL	Pe	Spl	Tim 26450W	Ros	Ws4IA	921	a	TD	(3)	(3)	34	46x3	60x3½	½
90	228	4.4	142	27.3	59-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	GO	Spl	Tim 30000H	Ros	L4IH	269	a	XF	106½	58½	34	40x2¼	54x2½	½
91	263	4.4	164	31.5	68-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Pe	Spl	Tim 30000H	Ros	L4IH	269	a	XF	104½	56½	34	40x2¼	54x2½	½
92	282	4.4	176	33.7	73-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Pe	Spl	Tim 31000H	Ros	L4IH	282	a	XF	130½	78½	33½	40x2¼	54x3	½
93	339	4.7	234	38.4	94-2800	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 33000H	Ros	L4IH	353	a	DF	121	70	33½	40x2¼	54x3	½
94	383	4.7	265	43.3	106-2800	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 33000H	Ros	L4IH	395	a	DF	131	79½	34	42x2½	56x3	½
95	383	4.7	265	43.3	106-2800	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 35000H	Ros	L4IH	484	a	DF	131	79½	34	42x2½	56x3	½
96	529	4.4	350	51.3	114-2200	L	G	A	7-3	12½	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 26450H	Ros	L4IH	692	a	DF	132	78	33	46x3	60x4	½
97	228	5.0	148	27.3	63-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BB	Mo	Spl	Cla F212	Ros	L4IH	252	a	TX	93	51½	34	42x2	50x2½	½
98	228	5.0	148	27.3	63-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BB	Mo	Spl	Cla F212	Ros	L4IH	252	a	TX	93	51½	34	42x2	50x2½	½
99	228	5.0	148	27.3	63-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BB	Mo	Spl	Cla F212	Ros	L4IH	252	a	TX	93	51½	34	42x2	50x2½	½
100	228	5.0	148	27.3	63-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BB	Mo	Spl	Cla F212	Ros	L4IH	265	a	TX	96	54	34	42x2½	53x2½	½
101	263	5.4	164	31.5	68-2800	L	G	A	7-2½	10 11/16	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spl	Cla F308	Ros	L4IH	265	a	TX	126	72	34	42x2½	53x2½	½
102	263	5.4	164	31.5	68-2800	L	G	A	7-2½	10 11/16	PC	Ha	Zen	M	AL	AL	P.BB.	Mo	Spl	Cla F308	Ros	L4IH	350	a	TX	126	72	34	42x2½	53x2½	½
103	282	5.35	176	33.7	73-2800	L	G	A	7-2½	10 11/16	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spl	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x2½	½
104	263	5.4	164	31.5	68-2800	L	G	A	7-2½	10 11/16	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spl	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x2½	½
105	339	5.0	232	38.4	103-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB.	Mo	Spl	Cla F322	Ros	L4IHV	350	a	TD	168	102	34	42x2½	56x3	½
106	282	5.3	176	33.7	73-2800	L	G	A	7-2½	10 11/16	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spl	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x3	½
107	339	5.0	232	38.4	103-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spl	Shu F322	Ros	L4IHV	408	a	TD	168	102	34	42x2½	56x3	½
108	384	5.0	258	43.3	107-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spl	Cla F322	Ros	L4IHV	408	a	TD	168	102	34	42x2½	56x3	½
109	384	5.0	258	43.3	107-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spl	Shu F322	Ros	L4IHV	499	a	TD	168	102	34	42x2½	56x3	½
110	428	4.4	278	45.9	93-2200	L	G	C	7-3	14	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spl	Shu 15682B	Ros	L4IHV	499	a	TD	138	89¼	34	46x3	56x3	½
111	529	4.4	350	51.3	114-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spl	Shu 678-28	Ros	Ws 4IA	552	a	TD	138	89¼	34	46x3	56x3½	½
112	707	...	455	60.0	148-2000	L	G	C	7-3½	17	PC	Ha	Zen	M	AL	AL	D.BL	GO	Spl	Shu 678-28	Ros	Ws 41A	...	a	TD	Opt	Opt	34	46x3	56x4	½
113	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	PC	Mo	Til	M	AL	AL	D.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	120	77¼	34	42x2¼	50x3	½
114	190	5.5	130	23.4	70-3600	L	C	A	4-2¼	5	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	107	c	TX	52½	25 1/16	44 3/32	36x1½	53½x1½	N
115	201	5.8	136	23.4	70-3000	L	C	A	4-2¼	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	111	c	TX	52½	25 1/16	44 3/32	36x1½	53½x1½	N
116	201	5.5	130	23.4	70-3600	L	C	S	4-2¼	5	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	107	c	TX	60 11/32	33 7/32	44 3/32	36x1½	53½x1½	N
117	201	5.8	136	23.4	70-3000	L	C	A	4-2¼	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	111	c	TX	60 11/32	33 7/32	44 3/32	36x1½	53½x1½	N
118	201	5.0	132	23.4	62-3000	L	C	S	4-2¼	5	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	94 11/32	46 1/16	33 11/16	36x1¾	48x2¼	N
119	217	5.6	150	25.3	70-3000	L	C	S	4-2½	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	94 11/32	46 1/16	33 11/16	36x1¾	48x2¼	N
120	217	5.6	150	25.3	70-3000	L	C	S	4-2½	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	94 11/32	46 1/16	33 11/16	36x1¾	48x2¼	N
121	242	5.4	170	27.3	85-3200	L	C	A	4-2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	232	a	TX	91 3/32	55 3/32	34	39x2	48x2½	N
122	201	5.0	132	23.4	62-3000	L	C	S	4-2¼	5	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	94 11/32	46 1/16	33 11/16	36x1¾	48x2¼	N
123	217	5.6	150	25.3	70-3000	L	C	S	4-2½	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	94 11/32	46 1/16	33 11/16	36x1¾	48x2¼	N

Line Number	Make and Model	General: Tonnage Rating	General: Chassis Price	General: Standard Wheelbase	General: Max. W. B. Furnished	General: Gross Vehicle Weight	General: Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Engine: No. of Cylinders Bore and Stroke	Transmission: Make and Model	Transmission: Location and Forward Speeds	Transmission: Aux. Location and Speeds	Rear Axle: Make and Model	Rear Axle: Gear and Type	Rear Axle: Drive and Torque	Gear Ratios: In High	Gear Ratios: In Low	Frame: Side Rail Dimensions	Frame: Type
† 1	Dodge Bros.. KH-30	1½-2	535	131	157	8400	2612	B6.00/20	P32x6	Own	6-3⅛x4⅜	Own	U 4	No	Own	SF	H	4.87	31.2	6 11/16x2 1/16x11/32	C
† 2	(Concluded).. K32	1½-2	545	136	161	10500	2885	B6.00/20	P32x6	Own	6-3¼x4⅜	Own	U 4	Op	Own	SF	H	5.66	36.2	7x2 11/16x3/16	C
† 3	KD32	1½-3	560	136	161	10500	2858	B6.00/20	P32x6	Own	6-3⅛x4⅜	Own	U 4	Op	Own	SF	H	5.66	36.2	7x2 11/16x3/16	C
† 4	KS32	1½-3	560	136	161	10500	2866	B6.00/20	P32x6	Own	6-3⅜x4⅜	Own	U 4	Op	Own	SF	H	5.66	36.2	7x2 11/16x3/16	C
5	H33	1½-3	795	136	165	11000	3350	B7.00/20	DB7.00/20	Own	6-3¼x4⅜	Own	U 4	No	Own	SF	H	6.37	40.8	8 3/16x2¾x3/16	C
† 6	K35	1½-4	870	140	169	12500	3580	B6.50/20	DB6.50/20	Own	6-3⅜x4½	Own	U 5	Op	Own	SF	H	6.33	44.7	8 3/16x2 11/16x3/16	C
7	H43	2-3	795	136	165	11000	3350	B7.00/20	DB7.00/20	Own	6-3¼x4⅜	Own	U 5	No	Own	SF	H	6.37	46.0	8 3/16x2¾x3/16	C
† 8	K45	2-4	870	140	169	12500	3675	B7.00/20	DB7.00/20	Own	6-3⅜x4½	Own	U 5	Op	Own	SF	H	6.33	44.7	8 3/16x2 11/16x3/16	C
9	F40	2-4	1995	150	190	16000	5173	B6.50/20	DB6.50/20	Own	6-3⅝x5	Own	U 4	Op	Own	SF	H	6.37	43.7	9 11/16x3¼x3/16	C
† 10	K50	2-5	1995	150	190	19000	5344	P32x6	DP32x6	Own	6-3⅝x5	Own	U 4	Op	Own	SF	H	6.37	43.7	9 11/16x3¼x3/16	C
11	(5) F-61	3-5½	2575	170	195	20000	5789	P32x6	DP32x6	Own	6-3⅝x5	Own	U 4	Op	Own	SF	H	7.12	48.8	10x3¼x3/16	C
† 12	(5) K-71	3-6	2575	170	195	22000	5789	P32x6	DP32x6	Own	6-3⅝x5	Own	U 4	Op	Own	SF	H	7.12	48.8	10x3¼x3/16	C
13	G-80	4-8	5250	146	220	25000	7640	B9.75/20	DB9.75/20	Own	8-3½x5	Own	U 5	Op	Own	SF	H	7.71	62.7	10 3/16x3 3/16x¼	C
† 14	Duplex.........S	....	***	160	Op	15000	6000	B8.25/20	DB8.25/20	Bud K325	6-3 11/16x4¾	BL 2352	U 5	No	Tim 65200	WF	H	Opt	Opt	6x3½x¼	C
† 15	SAC	....	***	172	Op	18000	7400	B9.75/20	DB9.75/20	Bud K428	6-4⅛x4¾	BL 3353	U 5	No	Tim 75733	WF	R	Opt	Opt	7x3½x¼	C
† 16	K	....	***	172	Op	21000	8000	B10.50/20	DB10.50/20	Bud L525	6-4½x5⅛	BL 5351	U 5	No	Tim 76733	w 2F	R	Opt	Opt	8x3½x¼	C
† 17	M	....	***	168	Op	28000	10000	DP10.50/24	DP10.50/24	Bud G572	6-4½x6	BL 70	A 7	No	Tim 68700	WF	R	Opt	Opt	9½x3½x11/32	C
18	Esco.........234	2-2½	2860	165	205	15000	5900	B7.50/20	DB7.50/20	Con E603	6-4¼x4½	Cl 105R	U 5	No	Cla B642	BF	H	5.75	40.7	6x3x¼	C
19	Fageol.........102	1½-2½	1350	148	172	11200	4000	B6.00/20	DB6.00/20	Wau ZK	6-3⅜x4⅛	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	6x3x3/16	C
† 20	106BK	1½-2½	1700	161	195	11200	5000	B6.50/20	DB6.50/20	Wau 6BK	6-3¾x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	6x3x3/16	C
† 21	106RA	1½-2½	1825	161	195	12700	5100	B6.50/20	DB6.50/20	Wau 6BK	6-3¾x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	6x3x3/16	C
22	135HP	2-3	2250	161	195	13400	5800	B7.50/20	DB7.50/20	Wau 6-90	6-3⅜x4¾	BL 234	U 4	No	Tim 54200H	BF	K	6.8	43.6	6x3x3/16	C
23	135RA	2-3	2400	161	195	15000	6000	B7.50/20	DB7.50/20	Wau 6-90	6-3⅜x4¾	BL 234	U 4	No	Tim 56200H	BF	H	7.4	47.4	6x3x3/16	C
24	135SC	2-3	2150	161	210	14700	5100	B7.50/20	DB7.50/20	Wau 6-90	6-3⅜x4¾	BL 234	U 4	No	Tim 54200H	BF	H	6.8	43.6	6x3x3/16	C
25	135BK	2-3	2050	161	195	13400	5700	B7.50/20	DB7.50/20	Wau 6BK	6-3¾x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	6x3x3/16	C
26	250HP	2½-4	3000	178	196	16300	7200	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Tim 56200H	BF	H	7.4	53.9	8x3x¼	T
27	250MS	2½-4	2700	178	196	16300	6875	B8.25/20	DB8.25/20	Wau 6MS	6-3¾x4¾	BL 334	U 4	No	Tim 56200H	BF	H	7.4	45.4	8x3x¼	T
28	250MK	2½-4	2750	178	196	16300	6900	B8.25/20	DB8.25/20	Wau 6MK	6-4⅛x4¾	BL 334	U 4	No	Tim 56200H	BF	H	7.4	45.4	8x3x¼	T
29	250RA	2½-4	3150	178	196	19500	7400	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Tim 58200H	BF	H	7.8	56.8	8x3x¼	T
30	250SC	2½-4	2925	178	230	17500	6900	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Tim 56200H	BF	H	7.4	53.9	8x3x¼	T
31	300HP	3-5	3500	178	196	20700	7900	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Tim 58200H	BF	R	7.8	56.8	8x3x¼	T
32	300RA	3-5	3775	178	196	25300	8400	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Tim 65725H	WF	R	7.8	56.8	8x3x¼	T
33	370HP	5-6	5000	182	200	25300	9950	B9.75/20	DB9.75/20	Wau 6-125	6-4⅜x5⅛	BL 734	U 4	A 3	Tim 65725H	WF	R	5.7	120.	7⅛x3½x3/16	C
34	370SR	5-6	4850	182	200	25300	9750	B9.75/20	DB9.75/20	Wau 6SRK	6-4⅝x5⅛	BL 734	U 4	A 3	Tim 65725H	WF	R	5.7	120.4	7⅛x3½x3/16	C
35	370RA	5-6	5250	182	200	31000	10200	B9.75/20	DB9.75/20	Wau 6-125	6-4⅜x5⅛	BL 734	U 4	A 3	Tim66720DH	WF	R	5.5	116.	7⅛x3½x3/16	C
36	470HP	6-7	5500	182	200	33500	10350	B9.75/20	DB9.75/20	Wau 6-125	6-4⅜x5⅛	BL 734	U 4	A 3	Tim66720DH	WF	R	5.5	116.	7⅛x3½x3/16	C
37	685RB	8-10	7100	174	174	42000	12750	B10.50/24	DB10.50/24	Wau 6RB	6-5x5¾	BL734	U 4	A 3	Tim 68720W	WF	R	6.54	144.	8⅛x4x⅜	C
38	Federal.........DM	....	975	120	120	8000	3050	B6.00/20	P32x6	Con W10	4-3⅞x4¼	WG T9	U 4	No	Cla B374	SF	H	5.67	38.2	6x2¾x¼	D
39	15	1½	745	137	174	10000	3500	B6.00/20	P32x6	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	8½x2⅞x3/16	T
40	15X	1½	645	137	174	10000	3500	B6.00/20	P32x6	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	8½x2⅞x3/16	T
41	18X	2	845	137	187	11000	3800	P6.50/20	DB6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B484	SF	H	6.88	44.0	8½x2⅞x3/16	T
42	20	2	1065	137	187	12000	3900	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4¼	WG T9	U 4	No	Tim 54300H	SF	H	6.80	43.5	8½x2⅞x3/16	T
43	25	2½	1325	137	201	14000	4500	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	Cla R115	U 5	No	Cla B640	SF	H	6.38	45.2	8½x2⅞x3/16	T
44	T3W	2½	1595	148	185	14000	5110	P32x6	P36x8	Wau V	4-4x5	Own 7754	A 4	No	Tim 64603H	W½	R	7.25	36.3	6x3½x¼	C
45	T3WFA	2½-3	1795	148	185	16000	5400	P32x6	DP32x6	Wau V	4-4x5	Own 7754	A 4	No	Tim 65001H	WF	R	8.75	43.8	6x3½x¼	C
46	30	2½-3	2095	175	237	16000	6050	B8.25/20	DB8.25/20	Wau 6MS	6-3¾x4¾	Cla R114	U 5	No	Cla B642	SF	H	6.43	45.5	10x3½x¼	T
47	40	3½-4	2490	175	237	19000	6550	B9.00/20	DB9.00/20	Wau 6MK	6-4⅛x4¾	Cla R908	U 5	No	Tim 58200H	SF	H	6.83	55.5	10x3½x¼	T
48	40DR	3½-4	2615	175	237	19000	6550	B9.00/20	DB9.00/20	Wau 6MK	6-4⅛x4¾	Cla R908	U 5	No	Tim 75200H	2F	H	7.0	56.9	10x3½x¼	T
49	T10B	3½-4	2550	165	230	19000	6550	P34x7	DP34x7	Con 18R	6-4x4½	Own 7784	A 4	No	Tim 58200H	SF	R	6.83	44.5	7½x3½x3/16	C
50	T10DR-T10W	3½-4	2685	165	230	19000	6550	P34x7	DP34x7	Con 18R	6-4x4½	Own 7784	A 4	No	Tim 65200H	w/2F	R	6.75	44.0	7½x3½x3/16	C
51	U6-U6DR	4½-5	3860	165	230	22000	7420	P36x8	DP36x8	Con 20R	6-4⅛x4¾	Cla B 710	A 5	No	Tim 65706H	w/2F	R	7.75	50.4	7½x3½x¼	C
† 52	50	4½-5	3075	175	237	22000	7150	B9.00/20	DB9.00/20	Wau 6MZ	6-4¼x4¾	Cla R908	U 5	No	Tim 75733H	2F	R	7.37	60.1	10x3½x¼	T
53	C7-C7W	6	4710	195	249	26000	9550	B9.75/20	DB9.75/20	Wau 6SRK	6-4⅝x5⅛	Cla B 710	A 5	No	Tim 76736H	w/2F	R	7.89	51.3	7⅝x3½x3/16	P
54	C8-C8W	6	5120	195	249	26000	9650	B9.75/20	DB9.75/20	Wau 6SRK	6-4⅝x5⅛	Cla B 710	A 5	No	Tim 76736W	w/2F	R	7.89	51.3	7⅝x3½x11/32	P
55	X8DR-X8	7½	4335	162	186	30000	9750	S36x6	S40x14	Con B7	4-5x6	Cla B 710	A 5	No	Tim 68700DP	w/2F	R	11.7	76.0	9½x3½x11/32	C
56	X8RDR-X8R	7½	4735	162	186	30000	10475	P40x8	DP40x8	Wau 6SRK	6-4⅝x5⅛	Cla B 710	A 5	No	Tim 68702DP	w/2F	R	11.7	76.0	9½x3½x11/32	C
57	Ford....Truck (14)	1½	470	131	131	....	2770	B6.00/20	P32x6	Own	4-3⅞x4¼	Own	U 4	No	Own	SF	U	6.6	42.2	7x2¾x3/16	C
58	Truck (14)	1½	490	157	157	....	2880	B6.00/20	P32x6	Own	4-3⅞x4¼	Own	U 4	No	Own	SF	U	6.6	42.2	7x2¾x3/16	C
59	Truck (14)	1½	500	131	131	....	2858	B6.00/20	P32x6	Own	8-3 1/16x3¾	Own	U 4	No	Own	SF	U	6.60	42.2	7x2¾x3/16	C
60	Truck (14)	1½	520	157	157	....	2968	B6.00/20	P32x6	Own	8-3 1/16x3¾	Own	U 4	No	Own	SF	U	6.60	42.2	7x2¾x3/16	C
61	Comm.	3950Lb.	360	112	112	....	1730	B5.50/17	B5.50/17	Own	8-3 1/16x3¾	Own	U 3	No	Own	S¾	U	4.11	11.5	6x1⅝x.105	C
62	General Mot...T-16	1½-2	595	131	157	9300	3105	P30x5	P32x6	Own 213	6-3 5/16x4⅛	Own	U 4	No	Own	SF	H	5.67	40.9	7x2⅜x3/16	T
† 63	T-18	2-3	675	140	164	10500	3270	P30x5	P32x6	Own 221	6-3 5/16x4⅝	Own	U 4	No	Own	SF	H	5.67	37.3	7 3/16x2⅜x¼	T
64	T-23	2-3	795	140	164	11000	3480	B6.50/20	DB6.50/20	Own 221	6-3 5/16x4⅝	Own	U 4	No	Own	SF	H	5.67	37.3	7 3/16x2⅜x¼	T
† 65	T-23	2½-3½	925	142	184	12500	4130	B6.50/20	DB6.50/20	Own 221	6-3 5/16x4⅝	Own	U 4	No	Own	SF	H	5.67	37.3	8x3x¼	T
66	T-33L	2-3	1160	142	184	12500	4320	B6.50/20	DB6.50/20	Own 221	6-3 5/16x4⅝	Own	U 4	No	Own	SF	H	5.63	37.0	8x3x¼	T
67	T-33	3-3½	1395	142	184	14000	4470	P32x6	DP32x6	Own 257	6-3 5/16x4⅝	Own	U 4	No	Own	SF	H	5.63	35.5	8x3x¼	T
68	T-43	3½-4½	1595	142	184	16000	4955	P32x6	DP32x6	Own 257	6-3 5/16x4⅝	Own	U 4	No	Own	SF	H	6.57	41.4	8x3x¼	T
69	(T) T-43T	7-9	1995	145	169	29200	5255	P32x6	DP32x6	Own 331	6-3¾x5	Own	U 4	No	Own	SF	H	6.57	40.6	8x3x¼	T
70	T-51	4-5½	2480	155	200	19000	6090	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x3/16	TL
71	T-51	4-5½	2480	155	200	19000	6110	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x3/16	TL
72	T-51	4-5½	2775	145	193	20000	6960	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x3/16	L
† 73	T-51W	5-6½	2895	145	193	23000	7810	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 4	Op	Own	WF	R	8.50	52.5	9x3½x3/16	L
74	T-51H	5-6½	3095	145	193	23000	7745	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 4	Op	Own	2F	R	8.50	52.5	9x3½x3/16	L
75	T-61	5-6½	3710	154	200	22000	7380	B9.00/20	DB9.00/20	Own 400	6-4⅛x5	Own	U 5	Op	Own	WF	R	8.50	56.4	9x3½x3/16	TL
76	T-61	5-6½	3710	154	200	22000	7510	B9.00/20	DB9.00/20	Own 400	6-4⅛x5	Own	U 5	Op	Own	WF	R	8.50	56.4	9x3½x3/16	TL
77	T-61	5-6½	4095	145	193	23000	8390	B9.00/20	DB9.00/20	Own 400	6-4⅛x5	Own	U 5	Op	Own	2F	R	8.64	57.3	9x3½x3/16	L
78	T-83	5-7½	4985	145	193	26000	8740	B9.00/20	DB9.00/20	Own 400	6-4⅛x5	Own	U 5	Op	Own	2F	R	8.50	56.4	9 3/16x3½x3/16	L
79	T-84	7-9	5260	145	193	30000	8995	B9.75/20	DB9.75/20	Own 450	6-4⅜x5	Own	U 5	Op	Own	2F	R	8.50	56.4	9 3/16x3½x3/16	L
80	T-84SX	7½	5175	204	204	25000	9850	B10.50/20	DB10.50/20	Own 400	6-4⅛x5	Own	U 4	No	Own	2F	R	10.1	64.2	9 3/16x4x3/16	L
† 81	(c.o.e.) T-73	3-3½	2995	94	142	15000	6925	P34x7	DP34x7	Own 257	6-3 5/16x4⅝	Own	U 5	No	Own	SF	H	5.63	34.6	8x3½x¼	C
† 82	(c.o.e.) T-73H	3½-4½	3150	94	142	18000	7085	P34x7	DP34x7	Own 257	6-3 5/16x4⅝	Own	U 5	No	Own	SF	H	6.57	40.4	8x3½x¼	C
† 83	(c.o.e.) T-74	3½-4½	3695	94	142	18000	7660	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 5	No	Own	SF	H	6.57	43.5	8x3½x¼	C
† 84	(c.o.e.) T-74H	4-5½	4150	94	142	21000	8520	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 5	No	Own	2F	H	8.50	56.3	8x3½x¼	C
† 85	(c.o.e.) T-75	5-6½	5490	106	160	24000	9815	B9.75/20	DB9.75/20	Own 400	6-4⅛x5	Own	U 5	No	Own	2F	R	8.64	57.3	9 3/16x4x3/16	C
† 86	(T).(c.o.e.) T-75T	10-13	5340	94	94	24000	9310	B9.75/20	DB9.75/20	Own 400	6-4⅛x5	Own	U 5	No	Own	2F	R	8.64	57.3	9 3/16x4x3/16	C
† 87	(c.o.e.) T-75H	5-7½	6010	106	160	27000	10385	B9.75/20	DB975.20	Own 400	6-4⅛x5	Own	U 5	No	Own	2F	R	8.50	56.4	9 3/16x4x3/16	C
† 88	(c.o.e.) T-78	7-9	6160	106	160	30000	10805	B10.50/22	DB10.50/22	Own 450	6-4⅜x5	Own	U 5	No	Own	2F	R	8.50	56.4	9 3/16x4x3/16	C
† 89	(T).(c.o.e.) T-78T	13-17	5950	94	94	30000	10215	B10.50/22	DB10.50/22	Own 450	6-4⅜x5	Own	U 5	No	Own	2F	R	8.50	56.4	9 3/16x4x3/16	C
90	Gramm.........AX4	1-1½	795	131	180	10000	3350	B6.00/20	B6.50/20	Con W10	4-3⅞x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	7x2¾x¼	C
91	AX6	1-1½	895	131	180	10000	3550	B6.00/20	B6.50/20	Con 25A	6-3⅜x4	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	7x2¾x¼	C
92	BX4	1½-2	895	131	210	11200	3525	B6.00/20	DB6.00/20	Con W10	4-3⅞x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	7x2¾x¼	L
93	BX6	1½-2	995	131	210	11200	3725	B6.00/20	DB6.00/20	Con 25A	6-3⅜x4	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	7x2¾x¼	L
94	BXF	1½-2	1495	131	210	11200	4000	B6.00/20	DB6.00/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 53200H	BF	H	5.6	37	7x2¾x¼	L
95	B	1½	1295	140	196	12000	4150	B6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.1	7x2½x¼	C
96	BF	2-3	1695	140	210	12000	4300	B6.50/20	DB6.50/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 54200H	BF	H	5.8	37.1	7x2½x¼	C
97	CX4	2-3	1095	131	210	13400	3950	B6.50/20	DB6.50/20	Con W20	4-4⅛x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	B
98	CX6	2-3	1295	131	210	13400	4150	B6.50/20	DB6.50/20	Con 20C	6-3⅜x4⅝	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	B
99	C	2-3	1795	160	224	14000	4820	B7.00/20	DB7.00/20	Lyc AS	6-3⅝x4½	BL 314	U 4	No	Tim 54200 H	BF	H	5.8	37.1	7x2½x¼	C
100	CXH	2-3	1345	131	210	13400	4300	B6.50/20	DB6.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	B
101	CF	2-3½	1895	160	224	14000	4900	B7.50/20	DB7.50/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 54200H	BF	H	5.8	37.1	7x2½x¼	C
102	CXF	2-3½	2395	160	224	14000	5100	B7.50/20	DB7.50/20	Con 20R	6-4⅛x4¾	BL 554	U 4	No	Tim 54200H	BF	H	5.8	41.6	7x2½x¼	C
103	D	2½-4	1995	160	224	17000	5100	B7.50/20	DB7.50/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 56200H	BF	H	6.1	39.0	7x2½x¼	C
104	DF	2½-4	2695	160	260	17000	5300	B7.50/20	DB7.50/20	Con 21R	6-4⅜x4¾	BL 554	U 4	No	Tim 56200H	BF	H	6.1	43.5	7x2½x¼	C
105	EX	3-4	2295	160	224	16300	5200	B8.25/20	DB8.25/20	Con E601	6-3⅞x4½	BL 324	U 4	No	Tim 56200H	BF	H	6.1	43.5	7x2½x¼	C
106	E330	3-4½	2595	160	224	20700	5950	B8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	BL 554	U 4	No	Tim 58200H	BF	H	5.5	35.6	12x2½x¼	P
107	ED	3-4½	3995	160	224	20700	6100	B8.25/20	DB8.25/20	Cum Die	4-4⅞x6	BL 554	U 4	No	Tim 58200H	BF	H	5.5	35.6	12x2½x¼	P
108	EY190	3	3595	190	190	16000	6750	B7.50/20	DB7.50/20	Con 20R	6-4⅛x4¾	Co Rus4	U 4	No	Tim 58200H	BF	H	4.5	29.1	8¾x3¼x¼	L
109	GY	4	4345	190	210	18000	7700	B8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	Co Rus	U 4	No	Wis 69317H	2F	H	4.3	27.9	8¾x3¼x¼	L
110	G	4-6	3695	150	225	24000	7950	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	BL 554	U 4	No	Wis 1237H	2F	H	6.8	49.0	12x2½x¼	P
111	GF	4-6	5500	150	225	24000	9050	B9.75/20	B9.75/20	Her HXC	6-5¼x6	BL 744	U 4	No	Wis 1237H	2F	H	4.29	15.8	12x2½x¼	P
112	GW	5-7½	5175	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	BL 554	U 4	No	Wis 1627KW	2F	H	6.3	41.0	7½x3x¼	P
113	GWD	5-7½	6495	157	240	30000	10000	B10.50/20	D10.50/20	Cum H Die.	6-4⅞x6	BL 735	U 5	No	Wis 1737KW	2F	H	5.75	21.2	12x3x¼	P
114	HY	5	6595	210	236	22000	10100	B9.00/20	DB9.00/20	Con 16H	6-4¾x5¾	Fu HU16	U 4	No	Wis12527KW	2F	H	4.0	25.2	8¾x3¼x¼	L
115	G.-P.........(7) 635	2-3	1445	154	160	15000	3650	B7.00/20	DB7.00/20	Lyc SB	6-3⅜x4½	Fu MKU	U 4	No	Tim 53200H	SF	H	6.3	42.9	9x3/16x3	TL
116	645	2½-3½	2425	154	175	18000	5775	B8.25/20	DB8.25/20	Wa 6-90-255	6-3⅜x4¾	Fu 5-A-380	U 5	No	Tim 58200H	SF	H	6.5	47.8	10x3½x3/16	TL
117	(7) 665	3½-5	4170	162	179	20000	7600	B9.00/20	DB9.00/20	Wa6-110-358	6-4x4¾	Fu 5-A-380	U 5	No	Wis 70000L	2F	R	8.0	56.0	12x3½x3/16	TL
118	(7) 675	5-7	5445	162	179	25000	9450	B9.75/20	DB9.75/20	Wa6-125-462	6-4⅜x5⅛	Fu 5-A-530	U 5	No	Wis 1337H	2F	R	8.6	61.0	14x3½x3/16	TL
119	Hendrickson....158	2½	2600	Op	Op	15000	6000	B8.25/20	DB8.25/20	Wau 6-90	6-3⅜x4¾	Fu 5-A-38	U 5	No	Tim 54200H	SF	H	Opt	Opt	8x3x3/16	C
120	198	3	3100	Op	Op	19000	6500	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	Fu 5-A-38	U 5	No	Tim 58200H	SF	H	Opt	Opt	8x3x3/16	C
121	248	4	3600	Op	Op	24000	8200	B9.75/20	DB9.75/20	Wau 6-110	6-4x4¾	Fu 5-A-38	U 5	No	Tim 75733H	w/2	R	Opt	Opt	8x3x3/16	P
122	328	5	4200	Op	Op	32000	10600	B9.75/20	DB9.75/20	Wau 125	6-4⅜x5⅛	Fu 5-A-53	U 5	No	Tim 76733H	w/2	R	Opt	Opt	8x3x3/16	P
† 123	Hug......(Cont.) 19	2	1500	118	118	12445	5090	B7.50/20	DB7.50/20	Wau 6BL	6-3½x4¼	Cla B312	U 4	No	Cla B642	SF	H	7.16	47.0	8x2½x¼	T

†—Denotes new model or change in specifications.

Line Number	Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Syst.: Fuel Feed	Electrical: Ignition System Make	Electrical: Generator, Starter Make	Clutch Type and Make
1	201	5.8	138	23.4	72–3000	L	C	S	4-2¼	5 11/16	CC	No	Car	M	DR	DR	P.BB
2	217	5.6	150	25.3	70–3000	L	C	S	4-2½	5 11/16	CC	No	Car	M	DR	DR	P.BB
3	201	5.8	136	23.4	70–3000	L	C	A	4-2¼	5 11/16	CC	No	Car	M	DR	DR	P.BB
4	242	5 4	170	27.3	85–3200	L	C	A	4-2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB
5	217	5.1	148	25.3	77–3200	L	C	S	4-2¼	5.34	CC	Ha	Car	M	DR	DR	P.BB
6	242	5.4	170	27.3	85–3200	L	C	A	4-2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB
7	217	5.1	148	25.3	77–3200	L	C	S	4-2¼	5.34	CC	Ha	Car	M	DR	DR	P.BB
8	242	5.4	170	27.3	85–3200	L	C	A	4-2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB
9	309	4.7	200	31.5	98–3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB
10	309	4.7	200	31.5	98–3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB
11	309	4.7	200	31.5	98–3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB
12	309	4.7	200	31.5	98–3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB
13	385	5.0	260	39.2	115–3000	L	G	S	9-2¾	13	CC	Mo	Str	M	DR	DR	P.BB
14	330	4.5	213	33.7	61–2100	L	G	C	7-3r	9⅞	FP	No	Str	P	AL	AL	D.BL
15	428	4.5	280	45.9	102–2400	L	G	C	7-3r	9⅞	FP	No	Str	P	AL	AL	D.BL
16	525	4.5	348	48.6	111–2200	L	G	C	7-3	11½	FP	Mo	Str	P	AL	AL	D.BL
17	572	4.5	358	48.6	105–2200	L	G	C	4-3	10 1/16	FP	Mo	Str	V	AL	AL	D.BL
18	382	4.6	250	43.3	95–2500	L	G	N	7-2⅝	12 11/16	CC	Ha	Zen	M	DR	DR	P.BB
19	222	4.9	142	27.3	62–2800	L	G	A	4-2⅝	6⅛	FP	No	Zen	M	DR	DR	P.Lo
20	282	5.1	190	33.7	82–2800	L	G	A	7-2⅝	10¼	FP	No	Zen	M	DR	DR	P.Lo
21	282	5.1	190	33.7	82–2800	L	G	A	7-2⅝	10¼	FP	No	Zen	M	DR	DR	P.Lo
22	255	5.3	182	27.3	90–3200	F	G	A	4-2⅝	7 11/16	FP	Wa	Zen	M	DR	DR	P.BL
23	255	5.3	182	27.3	90–3200	F	G	A	4-2⅝	7 11/16	FP	Wa	Zen	M	DR	DR	P.BL
24	255	5.3	182	27.3	90–3200	F	G	A	4-2⅝	7 11/16	FP	Wa	Zen	M	DR	DR	P.BL
25	282	5.1	190	33.7	82–2800	L	G	A	7-2⅝	10¼	FP	No	Zen	M	DR	DR	P.Lo
26	358	5.2	254	38.4	110–2800	F	G	A	7-2⅞	12½	FP	Wa	Zen	M	DR	DR	P.BL
27	315	4.6	200	33.7	70–2200	L	G	A	7-2⅝	12½	FP	No	Zen	M	DR	DR	P.BL
28	381	4.4	240	40.8	82–2200	L	G	A	7-2⅝	12½	FP	No	Zen	M	DR	DR	P.BL
29	358	5.2	254	38.4	110–2800	F	G	A	7-2⅞	12½	FP	Wa	Zen	M	DR	DR	P.BL
30	358	5.2	254	38.4	110–2800	F	G	A	7-2⅞	12½	FP	Wa	Zen	M	DR	DR	P.BL
31	358	5.2	254	38.4	110–2800	F	G	A	7-2⅞	12½	FP	Wa	Zen	M	DR	DR	P.BL
32	358	5.2	254	38.4	110–2800	F	G	A	7-2⅞	12½	FP	Wa	Zen	M	DR	DR	P.BL
33	462	5.2	324	46.0	125–2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL
34	517	4.5	340	51.3	108–2000	L	G	A	7-3	13⅞	FP	No	Zen	M	DR	DR	P.BL
35	462	5.2	324	46.0	125–2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL
36	462	5.2	324	46.0	125–2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL
37	377	4.4	440	60.0	125–1800	L	G	A	4-3½	11⅝	CC	No	Zen	M	DR	DR	P.BL
38	200	4.7	126	24.0	50–2700	L	C	A	3-2½	5⅞	CC	Mo	Car	M	DR	DR	P.BB
39	228	4.7	149	27.3	62–2600	L	G	C	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB
40	228	4.7	149	27.3	62–2600	L	G	A	7-2½	10 11/16	PC	No	Car	M	DR	DR	P.BB
41	228	4.7	149	27.3	62–2600	L	G	A	7-2½	10 11/16	PC	No	Car	M	DR	DR	P.BB
42	263	5.4	164	31.5	67–2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB
43	282	5.4	176	33.7	72–2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB
44	251	4.1	162	25.6	50–2000	L	G	C	3-2⅞	7½	CC	Wa	Zen	V	DR	DR	P.BB
45	251	4.1	162	25.6	50–2000	L	G	C	3-2⅞	7½	CC	Wa	Zen	V	DR	DR	P.BB
46	315	5.0	200	33.8	73–2500	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB
47	381	4.8	240	40.8	85–2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB
48	381	4.8	240	40.8	85–2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB
49	339	4.2	212	38.4	80–2200	H	C	C	7-2¾	13 1/16	CC	Mo	Zen	M	DR	DR	P.BB
50	339	4.2	212	38.4	80–2200	H	C	C	7-2¾	13 1/16	CC	Mo	Zen	M	DR	DR	P.BB
51	381	4.2	237	40.8	85–2200	H	C	C	7-2¾	13 1/16	CC	Mo	Zen	M	DR	DR	P.BB
52	404	6.0	274	42.5	90–2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB
53	517	4.6	330	51.3	110–2200	L	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL
54	517	4.6	330	51.3	110–2200	L	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL
55	471	3.7	288	40.0	61–1350	L	G	C	3-2⅝	10¾	FP	Pe	Zen	V	AB	DR	P.BB
56	517	4.6	330	51.3	110–2200	L	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL
57	200	4.6	128	24.0	50–2800	L	G	A	3-2	7	PS	Ha	Zen	P	Ow	Ow	P.Lo
58	200	4.6	128	24.0	50–2800	L	G	A	3-2	7	PS	Ha	Zen	P	Ow	Ow	P.Lo
59	220	5.5	148	30.0	81–3800	L	G	A	3-2	5 11/16	PS	Mo	Str	P	Ow	Ow	P.Lo
60	220	5.5	148	30.0	81–3800	L	G	A	3-2	5 11/16	PS	Mo	Str	P	Ow	Ow	P.Lo
61	220	5.5	148	30.0	85–3800	L	G	A	3-2	5 11/16	PS	Mo	Str	P	Ow	Ow	P.Ow
62	213	5.7	147	26.3	70–3300	L	C	B	4-2 11/16	6 1/16	FP	Op	Zen	M	DR	DR	P.Ow
63	221	4.6	155	24.3	69–2800	H	G	B	4-2⅜	7 11/16	PC	Op	Zen	M	DR	DR	P.Ow
64	221	4.6	155	24.3	69–2800	H	G	B	4-2⅜	7 11/16	PC	Op	Zen	M	DR	DR	P.Ow
65	221	4.6	155	24.3	69–2800	H	G	B	4-2⅜	7 11/16	PC	Op	Zen	M	DR	DR	P.Ow
66	221	4.6	155	24.3	69–2800	H	G	B	4-2⅜	7 11/16	PC	Op	Zen	M	DR	DR	P.Ow
67	257	4.5	185	28.3	76–2500	H	G	B	4-2⅜	7 11/16	PC	Ha	Zen	M	DR	DR	dp.Ow
68	257	4.5	185	28.3	76–2500	H	G	B	4-2⅜	7 11/16	PC	Ha	Zen	M	DR	DR	dp.Ow
69	331	4.7	230	33.7	94–2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow
70	331	4 4	230	33.7	94–2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow
71	331	4.7	230	33.7	94–2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow
72	331	4.7	230	33.7	94–2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow
73	331	4.7	230	33.7	94–2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow
74	331	4.7	230	33.7	94–2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow
75	400	4.6	296	40.9	110–2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	dp.Ow
76	400	4.7	296	40.9	110–2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	dp.Ow
77	400	4.7	296	40.9	110–2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow
78	400	4.7	296	40.9	110–2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow
79	450	4.7	340	46.7	120–2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow
80	400	4.6	296	40.9	110–2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	dp.Ow
81	257	4.5	185	28.3	76–2500	H	G	B	4-2⅜	7 11/16	PC	Ha	Str	M	DR	DR	dp.Ow
82	257	4.5	185	28.3	76–2500	H	G	B	4-2⅜	7 11/16	PC	Ha	Str	M	DR	DR	dp.Ow
83	331	4.7	230	33.7	94–2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow
84	331	4.7	230	33.7	94–2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow
85	400	4.7	296	40.9	110–2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow
86	400	4.7	296	40.9	110–2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow
87	400	4.7	296	40.9	110–2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow
88	450	4.7	340	46.7	120–2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow
89	450	4.7	340	46.7	120–2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow
90	200	4.7	121	24.0	50–2800	L	C	A	3-2⅛	5⅞	FP	No	Til	M	AL	AL	D.Jo
91	214	5.3	142	27.4	71–3200	L	C	A	4-2⅜	6⅝	FP	No	Til	M	AL	AL	D.Jo
92	200	4.7	121	24.0	50–2800	L	C	A	3-2⅛	5⅞	PC	No	Til	M	AL	AL	D.Jo
93	214	5.3	142	27.3	71–3200	L	C	A	4-2⅜	6⅝	PC	No	Til	M	AL	AL	D.Jo
94	299	4.9	198	33.7	85–2800	L	G	C	4-2⅝	9½	PC	No	Til	M	AL	AL	P.BL
95	224	4.7	146	25.3	61–2900	L	G	C	4-2⅜	8 1/16	PC	Mo	Zen	V	AL	AL	D.Jo
96	299	4.9	198	33.7	85–2800	L	G	C	4-2⅝	9½	PC	No	Til	M	AL	AL	P.BL
97	227	4.7	142	27.2	55–2400	L	G	C	3-2⅛	5⅞	PC	Mo	Til	M	AL	AL	D.Jo
98	248	5.0	136	27.3	70–3000	L	C	C	7-2⅜	10	FP	Mo	Til	M	AL	AL	D.Jo
99	278	4.7	182	31.5	85–3300	L	G	A	4-2⅝	9½	PC	Mo	Til	M	AL	AL	P.BL
100	282	5.4	176	33.7	73–2800	L	G	C	7-2½	10 11/16	PC	Mo	Zen	M	AL	AL	P.BL
101	299	4.9	198	33.7	85–2800	L	G	C	4-2⅝	9½	P	No	Til	M	AL	AL	P.BL
102	380	4.7	238	40.8	88–2400	H	C	C	7-2¾	13 1/16	PC	No	Zen	M	AL	AL	P.BL
103	299	4.9	198	33.7	85–2800	L	G	C	4-2⅝	9½	PC	Mo	Til	M	AL	AL	P.BL
104	428	4.6	268	45.9	100–2200	H	C	C	7-2¾	13 1/16	PC	No	Zen	M	AL	AL	P.BL
105	318	4.5	203	36.	80–2700	L	G	C	7-2⅝	12 11/16	CC	Mo	Zen	M	AL	AL	P.BL
106	353	4.8	245	36.2	98–2700	L	G	C	4-2¾	10	PC	Mo	Til	M	AL	AL	D.Jo
107	448	17.	280	38.0	83–1800	H	G	N	5-3⅛	12	P	En	No	M	CI	LN	D.BL
108	380	4.7	238	40.8	88–2400	H	C	C	7-2¾	13 1/16	PC	Mo	Zen	M	AL	AL	D.Jo
109	428	4.6	268	45.9	100–2200	H	C	C	7-2¾	13 1/16	PC	Mo	Zen	M	AL	AL	D.Jo
110	428	4.6	268	45.9	100–2200	H	C	C	7-2¾	13 1/16	PC	Mo	Zen	M	AL	AL	D.BL
111	779	4.5	505	66.2	143–1600	L	G	H	7-3½	17	PC	No	Til	M	AL	AL	D.BL
112	428	4.1	268	45.9	100–2200	H	C	C	7-2¾	13 1/16	PC	Mo	Zen	M	AL	AL	D.BL
113	672	17.	440	57.0	125–1800	H	G	N	7-3¼	16½	P	En	No	M	CI	LN	D.BL
114	611	4.1	382	54.1	127–2300	L	G	A	7-3	13 11/16	PC	Pe	Zen	M	AL	AL	D.Fu
115	255	4.7	160	27.3	65–2800	L	G	C	4-2⅝	8 1/16	PC	No	Zen	M	MY	AL	P.BB
116	255	5.4	182	27.3	90–3200	F	G	C	4-2⅝	7 1/16	PC	Wa	Zen	M	MY	LN	P.BB
117	358	5.2	254	38.4	110–2800	F	G	C	7-2⅞	10¾	PC	Wa	Zen	M	MY	LN	P.BB
118	462	5.1	324	45.4	125–2600	F	G	C	7-3	13⅞	PC	Wa	Zen	M	MY	LN	P.BB
119	255	4.6	182	27.3	90–3200	F	G	C	4-2⅝	6 11/16	PC	Wa	Zen	M	DR	DR	D.Fu
120	358	4.6	254	38.4	110–2800	F	G	C	7-2⅝	12½	PC	Wa	Zen	M	DR	DR	D.Fu
121	358	4.6	254	38.4	110–2800	F	G	C	7-2⅝	12¼	PC	Wa	Zen	M	DR	DR	D.Fu
122	462	4.6	324	45.9	125–2600	F	G	C	7-3	13⅞	PC	Wa	Zen	M	DR	DR	D.Fu
123	245	5.2	162	29.4	72–2800	L	G	A	7-2⅝	10¼	FP	No	Zen	M	DR	DR	P.BB

Line Number	Radiator Make	Universals Make	Front Axle: Make and Model	Steering Gear Make	Brakes, Service: Make, Location Type, Operation	Brakes, Service: Lining Area	Brakes, Service: Drum Material	Brakes: Hand Location, Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type
1	Fe	Own	Own	Own	O4IH	176	a	TX	94 11/16	46 1/16	33 11/16	36x1¾	48x2¼	N
2	Fe	Own	Own	Own	O4IH	176	a	TX	99 11/16	51 1/16	34	36x1¾	48x2¼	N
3	Fe	Own	Own	Own	O4IH	176	a	TX	99 11/16	51 1/16	34	36x1¾	48x2¼	N
4	Fe	Own	Own	Own	O4IH	176	a	TX	99 11/16	51 1/16	34	36x1¾	48x2¼	N
5	Fe	Own	Own	Own	O4IH	230	a	TX	87⅛	51⅛	37 11/16	39x2	48x2½	½
6	Fe	Own	Own	Own	O4IH	232	a	TX	91 1/16	55 1/16	34	39x2	48x2½	½
7	Fe	Own	Own	Own	O4IH	230	a	TX	87⅛	51⅛	37 11/16	39x2	48x2½	½
8	Fe	Own	Own	Own	O4IH	232	a	TX	91 1/16	55 1/16	34	39x2	48x2½	½
9	Lo	Own	Own	Jac	O4IH	348	a	CD	124 11/16	69¾	33 11/16	42x3	56⅛x3½	½
10	Lo	Own	Own	Jac	O4IH	348	a	CD	124 11/16	69¾	33 11/16	42x3	56⅛x3½	½
11	Lo	Own	Own	Jac	O4IH	416	a	CD	149 11/16	89¾	34	42x3	56x3½	½
12	Lo	Own	Own	Jac	O4IH	416	a	CD	149 11/16	89¾	34	42x3	56x3½	½
13	Lo	Own	Own	Jac	O4IH	600	a	CD	99 11/16	65 11/16	34 1/16	42x3	56x3½	½
14	Mo	Cle	Shu 5510	Ros	L4IHV	665	a	TD	Opt	80	34	....	....	N
15	Yo	Cle	Shu 5550	Ros	L4IHV	775	a	TD	Opt	80	34	....	....	½
16	Yo	Cle	Shu 637	Ros	L4IHV	855	a	TD	Opt	80	34	....	....	½
17	Mo	Cle	Shu 655	Ros	T2IA	495	a	....	Opt	89	38½	....	....	N
18	Yo	Spl	Cla F308	Ros	L4IHV	350	a	TX	136¾	82	34	40½x3	55½x3	½
19	Pe	Blo	Tim 30010H	Ros	L4IH	257	G	TX	132	77¾	34	32¾x2	50x2½	½
20	PC	Blo	Tim 30000H	Ros	L4IH	272	G	TX	144	81½	34	37x2½	56x3	½
21	PC	Blo	Tim 30000H	Ros	L4IH	272	G	TX	144	81½	34	37x2½	56x3	½
22	Pe	Blo	Tim 31000H	Ros	L4IH	306	G	TX	144	81½	34	37x2½	56x3	½
23	Pe	Blo	Tim 31000H	Ros	L4IH	355	G	TX	144	81½	34	37x2½	56x3	½
24	Pe	Blo	Tim 33020H	Ros	L4IH	306	G	TX	144	81½	34	37x2½	56x3	½
25	PC	Blo	Tim 31000H	Ros	L4IH	306	G	TX	144	81½	34	37x2½	56x3	½
26	Pe	Blo	Tim 33020H	Ros	L4IHV	355	G	FD	167⅛	97⅛	34	41x2½	56x3	½
27	Pe	Blo	Tim 33020H	Ros	L4IHV	355	G	TX	167⅛	97⅛	34	41x2½	56x3	½
28	Pe	Blo	Tim 33020H	Ros	L4IHV	355	G	TX	167⅛	97⅛	34	41x2½	56x3	½
29	Pe	Blo	Tim 33020H	Ros	L4IHV	398	G	FD	167⅛	97⅛	34	41x2½	56x3	½
30	Pe	Blo	Tim 35020H	Ros	L4IHV	355	G	FD	168⅛	97⅛	34	41x2½	56x3	½
31	Pe	Blo	Tim 35020H	Ros	L4IHV	398	G	FD	167⅛	97⅛	34	41x2½	60⅝x3½	½
32	Pe	Blo	Tim 35020H	Ros	L4IHV	484	G	FD	167⅛	97⅛	34	41x2½	60⅝x3½	½
33	Pe	Blo	Tim 35000H	Ros	L4IHV	484	G	FD	172 1/16	101⅝	33½	41x3	60⅝x3½	½
34	Pe	Blo	Tim 35000H	Ros	L4IHV	484	G	FD	172 1/16	101⅝	33½	41x3	60⅝x3½	½
35	Pe	Blo	Tim 35000H	Ros	L4IHV	663	G	FD	172 1/16	101⅝	33½	41x3	60⅝x3½	½
36	Pe	Blo	Tim 26450H	Ros	L4IHV	717	G	FD	172 1/16	101⅝	33½	41x3	60⅝x3½	½
37	Pe	Blo	Tim27050Tw	Ros	Ws4IA	757	G	FD	132	86	34	42½x3	64½x4	½
38	Lo	Spl	Cla F212	Ge	L4IH	200	a	TX	......	......	34	38½x2¼	50x2½	N
39	Lo	Spl	Cla F274	Ge	L4IH	250	a	TX	101	51⅛	34	38x2½	50x2½	N
40	Lo	Spl	Cla F274	Ge	L4IH	250	a	TX	101	51⅛	34	38x2½	50x2½	N
41	Lo	Spl	Cla F274	Ge	L4IH	260	a	TX	101	51⅛	34	38x2½	50x2½	½
42	Lo	Spl	Tim 31020H	Ge	L4IH	336	a	TX	101	51⅛	34	38x2½	50x2½	½
43	Lo	Spl	Cla F308	Ge	L4IH	336	a	TD	101	51⅛	34	38x2½	50x3	½
44	Lo	PS	Own 7720	Ros	L4IH	337	a	TI	119	71	34	38x2½	52x3	½
45	Lo	PS	Own 7720	Ros	L4IHV	379	a	TI	119	71	34	38x2½	52x3	½
46	Lo	Spl	Cla F320	Ge	L4IHV	336	a	FD	115	82	34	42x2½	52x3	½
47	Lo	Spl	Cla F320	Ros	L4IHV	379	a	FD	115	82	34	42x2½	52x3	½
48	Lo	Spl	Cla F320	Ros	L4IHV	379	a	FD	115	82	34	42x2½	52x3	½
49	Lo	PS	Own 7738	Ros	L4IHV	379	a	TI	117	79	34	42x2½	54x3	½
50	Lo	PS	Own 7738	Ros	L4IHV	379	a	TI	117	79	34	42x2½	54x3	½
51	Lo	Spl	Own 7720	Ros	L4IHV	465	a	TD	117	79	34	42x2½	54x3	½
52	Lo	Spl	Tim 35000H	Ros	L4IHV	465	a	FD	115	82	34	42x2½	54x3	½
53	Lo	Spl	Tim 36020H	Ha	L4IHV	486	a	TD	162	102	34	42x3	56x3½	½
54	Lo	Spl	Tim 36020W	Ha	W4IA	613	a	TD	162	102	34	42x3	56x3½	½
55	Lo	PS	Own 5008	Ge	T2IMV	568	a	RI	151	87	38	44x3	56x3½	½
56	Lo	PS	Own 5008	Ros	T2IMV	458	a	RI	151	87	38	44x3	56x3½	½
57	Ow	Spl	Own	Own	O4IM	344	a	2I	94⅝	51¼	38	33x2¼	50x2½	O
58	Ow	Spl	Own	Own	O4IM	344	a	2I	120 1/16	76 11/16	38	33x2¼	50x2½	O
59	Ow	Spl	Own	Own	O4IM	344	a	2I	109⅝	51 1/16	38	33x2¼	50x2½	O
60	Ow	Spl	Own	Own	O4IM	344	a	2I	145⅝	76 11/16	38	33x2¼	50x2½	O
61	Ow	Spl	Own	Own	O4IM	186	a	4I	.....	31½	43	44⅝x2¼	44⅝x2¼	N
62	Hr	Spl	Own	Jac	O4IM	206	Pc	4I	86½	51½	36	36x1¾	45x2½	O
63	Hr	Spl	Own	Jac	O4IM	206	C	2I	106⅛	60	36	36x1¾	45x2½	½
64	Hr	Spl	Own	Jac	OB4IM	256	C	TX	106⅛	60	36	36x1¾	45x2½	½
65	Hr	Spl	Own	Jac	OB4IM	281	C	TX	107	60	34	38x2	45x2½	½
66	Hr	Spl	Own	Jac	B4IM	329	a	TX	107	60	34	38x2	50x3	½
67	Lo	Spl	Own	Jac	B4IM	346	a	TX	107	60	34	38x2½	50x3	½
68	Lo	Spl	Own	Jac	B4IM	416	a	TX	107	60	34	38x2½	50x3	½
69	Lo	Spl	Own	Jac	B4IM	416	a	TX	104	60	34	38x2½	50x3	½
70	Lo	Spl	Own	Jac	B4IMV	379	a	TX	125	70	34 1/16	40x3	50x3	½
71	Lo	Spl	Own	Jac	B4IMV	449	a	TX	125	70	34 1/16	40x3	50x3	½
72	Lo	Spl	Own	Jac	B4IMV	449	a	TX	125	72	34	40x3	50x3	½
73	Lo	Spl	Own	Jac	B4IMV	586	a	TX	125	72	34	40x3	54x3	½
74	Lo	Spl	Own	Jac	B4IMV	586	a	TX	125	72	34	40x3	54x3	½
75	Lo	Spl	Own	Jac	B4IMV	449	a	TX	125	69¼	34 1/16	40x3	54x3	½
76	Lo	Spl	Own	Jac	B4IMV	557	a	TX	125	69¼	34 1/16	40x3	54x3	½
77	Lo	Spl	Own	Jac	B4IMV	586	a	TX	125	72	34	50x3	54x3	½
78	Lo	Spl	Own	Jac	Ws4IA	615	a	TX	125	72	34	50x3½	54x3	½
79	Lo	Spl	Own	Jac	Ws4IA	615	a	TX	125	72	34	50x3½	54x3	½
80	Lo	Spl	Own	Jac	B4IMV	594	a	TX	210	117	34 1/16	50x3½	54x3	½
81	Lo	Spl	Own	Jac	B4IMV	379	a	TX	125	72	34⅛	50x3	50x3	½
82	Lo	Spl	Own	Jac	B4IMV	449	a	TX	112	72	34⅛	50x3	50x3	½
83	Lo	Spl	Own	Jac	B4IMV	449	a	TX	119	72	34⅛	50x3	50x3	½
84	Lo	Spl	Own	Jac	B4IMV	542	a	TX	112	72	34⅛	50x3	50x3	½
85	Lo	Spl	Own	Jac	B4IMV	586	a	TX	119	84	34⅛	50x3½	54x3	½
86	Lo	Spl	Own	Jac	B4IMV	542	a	TX	107	72	34⅛	50x3	54x3	½
87	Lo	Spl	Own	Jac	Ws4IA	615	a	TX	119	84	34⅛	50x3½	54x3	½
88	Lo	Spl	Own	Jac	Ws4IA	615	a	TX	119	84	34⅛	50x3½	54x3	½
89	Lo	Spl	Own	Jac	Ws4IA	615	a	TX	107	72	34⅛	50x3	54x3	½
90	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
91	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
92	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
93	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
94	Pe	Blo	Tim 30000	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
95	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	94	60⅝	34	40x2¼	50x2½	½
96	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	94	60⅝	34	40x2¼	50x2½	½
97	Pe	Blo	Tim 31000H	Ros	L4IH	269	p	FD	81	51¾	34	36x2¼	45x2½	½
98	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	81	51¾	34	36x2¼	45x2½	½
99	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
100	Pe	Blo	Tim 31000H	Ros	L4IH	260	P	FD	81	51¾	34	36x2¼	45x2½	½
101	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
102	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
103	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
104	Pe	Blo	Tim 33000	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
105	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	50x3	½
106	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	127	74¼	34	42x2¼	56x3	½
107	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	127	74¼	34	42x2½	56x3	½
108	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	156	90	41⅛	44x2½	60x3	½
109	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	176 1/16	119 1/16	41⅛	44x2½	60x3	½
110	Pe	Blo	Tim 35000	Ros	L4IHV	466	a	FD	98	67	34	42x2½	52x3	½
111	Pe	Blo	Tim 35000	Ros	L4IHV	466	a	FD	98	67	34	42x2½	52x3	½
112	Pe	Blo	Tim 27450	Ros	Ws4IA	576	a	FD	128⅛	73⅞	36	46x3	58x3½	½
113	Pe	Blo	Tim 27450	Ros	Ws4IA	576	a	FD	128⅛	73⅞	36	46x3	58x3½	½
114	Pe	Blo	Tim 27450	Ros	Ws4IA	576	a	FD	198⅛	141⅛	41⅛	41x3	60x4	½
115	Ow	Spl	Tim 30000H	Ros	L4IH	268	a	TD	Opt	71	31	40x2½	54x3	½
116	Ow	Spl	Tim 31000H	Ros	L4IH	342	a	TD	Opt	72	31	40x2½	54x3	½
117	Ow	Spl	Tim 35000H	Ros	L4IH	394	a	TD	Opt	74½	34	40x3	58x3½	½
118	Ow	Spl	Tim 35000H	Ros	L4IH	574	a	TD	Opt	86	34	40x3	58x3½	½
119	Ch	Spl	Tim 31000H	Ros	L4IHV	306	p	TD	Opt	Opt	34	40⅛x3½	50½x3	N
120	Ch	Spl	Tim 35000H	Ros	L4IHV	500	a	TD	Opt	Opt	84	40⅛x3½	50½x3	N
121	Ch	Spl	Tim 35000H	Ros	L4IHV	717	a	TD	Opt	Opt	34	43x3½	53x3½	N
122	Ch	Spl	Tim 27450	Ros	L4IHV	717	a	TD	Opt	Opt	34	43x3½	66x4	N
123	Ch	Spl	Cla F212	Ros	L4IH	318	c	TX	79	51	31½	35x2½	48x3	½

Line Number	MAKE AND MODEL	GENERAL (See Keynote)						TIRE SIZE		MAJOR UNITS									FRAME	
										ENGINE		TRANSMISSION		REAR AXLE			GEAR RATIOS			
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	In High	In Low	Side Rail Dimensions	Type
1	Hug (Concluded) .23	2	1785	146	191	12310	5510	B7.00/20	DB7.00/20	Bud H298	6-3¾x4½	Fu MLU	U 4	No	Cla B611	SF	H	5.66	36.0	8x3x¼	T
♦ 2	.23S	2½	2320	146	201	16400	6400	B8.25/20	DB8.25/20	Bud H298	6-3¾x4½	Fu MLU	U 4	No	Cla B642	SF	H	6.42	40.8	8x3x¼	T
3	.42	3	2175	146	201	15400	6400	B8.25/20	DB8.25/20	Bud H298	6-3¾x4½	Fu MLU	U 4	No	Cla B805	SF	H	6.37	40.5	8x3x¼	T
4	.418	3	5070	158	158	18165	8500	B9.75/20	B12.75/20	Bud K428	6-4⅝x4¾	Fu MRUAY	U 4	A 3	Wis 1237H	2F	H	8.95	119	8x3x¼	T
♦ 5	.42K	3	2685	146	201	20300	7300	B9.00/20	DB9.00/20	Bud K369	6-4⅛x4¾	Fu 5-A-380	U 5	No	Cla B805	SF	H	7.12	42.0	8x3x¼	T
♦ 6	.70	3	3495	122	122	18000	7370	B9.00/20	DB9.00/20	Bud K369	6-4⅛x4¾	Fu 5-A-380	U 5	No	Wis 70000Q	2F	H	9.14	64.0	6x3x¼	I
♦ 7	.87K	3½	4360	128	128	23000	8156	B9.75/20	DB9.75/20	Bud K428	6-4⅝x4¾	Fu MHOG	A 8	No	Wis 1237Q	2F	H	8.95	79.0	7x3½x1¼	I
♦ 8	.43	3½	3510	146	201	23000	7800	B9.75/20	DB9.75/20	Bud K428	6-4⅝x4¾	Fu 5-A-530	U 5	No	Wis 1237H	2F	H	8.95	62.0	8x3x¼	I
♦ 9	.87Q	5	4985	144	144	28200	8300	B10.50/20	DB10.50/20	Bud K428	6-4⅝x4¾	Fu 5-A-530	A 5	A 2	Wis 1737K	2F	H	9.16	99.0	8x4x⅜	I
10	.43L	5	4325	146	201	28105	8305	B9.75/20	DB9.75/20	Bud L525	6-4½x5½	Fu 5-A-530	U 5	No	Wis 1737KW	2F	H	8.95	132.5	8x3x¼	I
♦ 11	.97L	7½	5925	144	144	35620	10810	B10.50/20	DB10.50/20	Bud L525	6-4½x5½	Fu 5-A-530	U 5	A 2	Wis 19027	2F	H	11.1	178.	8x4x¼	I
12	Indiana .85	1½	1025	141	186	10000	3950	B6.50/20	DB6.50/20	Her JXB	6-3¾x4¼	BL 124	U 4	No	Tim 53200H	SF	H	5.66	35.1	7x2½x⅛	T
13	.95	2	1195	141	186	12000	4400	DP32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 54300H	SF	H	5.85	36.2	7x2½x⅛	T
14	.95DR	2½	1275	141	186	15000	4650	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	Op	Wis 4916L	2F	H	6.66	41.2	7x2½x⅛	T
15	.17A	3	2300	156	212	17000	6300	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	A 3	Tim 58205H	SF	H	6.83	43.0	8x3x¼	T
16	.17ADR	3	2475	156	212	18000	6350	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	Op	Wis 70000H	2F	R	7.06	44.5	8x3x¼	T
17	.17	3	2450	170	224	18000	6600	B8.25/20	DB8.25/20	Her YXC	6-4⅜x4¾	BL 3341	U 4	Op	Tim 58205H	SF	R	6.14	38.7	8½x3x⅜	T
18	.17DR	3	2675	170	224	19000	6700	B8.25/20	DB8.25/20	Her YXC	6-4⅜x4¾	BL 334	U 4	Op	Wis 70000	2F	R	6.28	38.6	8½x3x⅜	T
19	.19DR	3½	3400	170	224	22000	7600	B9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	BL 524	U 4	Op	Wis 1237H	2F	R	7.2	52.3	8½x3x⅜	T
20	.43DR	4	4300	170	224	25000	8000	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL 524	U 4	Op	Wis 1627KH	2F	R	6.96	50.7	8½x3x⅜	T
21	.45DR	5	4800	170	224	25000	8700	B9.75/20	DB9.75/20	Her RXC	6-4½x5¼	BL 534	U 4	Op	Wis 1737H	2F	R	7.14	45.4	8¾x3x⅜	T
22	.47DR	5–7	7500	188	234	28000	10500	B10.50/20	DB10.50/20	Cum.6HDie.	6-4½x6	BL 7351	A 5	No	Wis 1910W	2F	R	7.16	45.0	8¾x3x⅜	T
♦ 23	International .CJ	1½	445	113	125	2220	4400	B5.25/18	Own HD	6-3⅛x4½	Own D	U 3	No	Own HDR-55	SF	H	4.16	64.8	7x2¼x⅛	T
♦ 24	.M21	1½	850	118	138	3215	7100	B6.50/20	Wau XAH	4-3⅝x4½	Own H4A	U 4	No	Own 713	SF	H	6.17	39.5	6x2¾x⅛	T
♦ 25	.(8)A2	1½	615	136	160	2930	8000	B6.00/20	B6.00/20	Wau XAH	4-3⅝x4½	Own H4A	U 4	No	Own 708	SF	H	5.29	33.8	5¾x2¾x⅛	T
♦ 26	.B3	1½	695	136	175	3530	10000	P30x5	P32x6	Own FAB-2	6-3¼x4	Own H4A	U 4	No	Own 720	SF	H	6.17	39.5	7x2¾x⅛	T
♦ 27	.B4	2	1045	145	185	4630	13300	B6 50/20	DB6.50/20	Own FAB-3	6-3⅛x4	Own H4A	U 4	No	Own 750	SF	H	6.50	41.6	8x3¼x⅛	T
♦ 28	.A4	2	1625	145	185	6125	16800	P32x6	DP32x6	Own FBB	6-3⅝x4½	Own H5	U 5	Op	Own 902	SF	H	6.50	47.8	7x3¾x⅛	T
♦ 29	.A5	3	2100	140	210	6660	19500	P34x7	DP34x7	Own FBB	6-3⅝x4½	Own H5	U 5	Op	Own 1002	SF	H	7.16	52.6	8x3¾x⅛	T
♦ 30	.A6	3	2450	140	210	6950	22000	P34x7	DP34x7	Own FBB	6-3⅝x4½	Own H5	U 5	Op	Own 2612	2F	H	8.50	62.5	8⅛x3¾x⅛	T
♦ 31	.W2	3½	3300	130	200	8250	24000	P36x8	DP36x8	HS 151	4-4½x5½	Own H6	U 5	Op	Own 1200	2F	H	8.40	74.2	7x3x⅛	B
♦ 32	.A7	5–7½	6200	160	225	11590	37000	B9.75/20	DB9.75/20	Own FDB	6-4½x5½	Own H7	U 5	Op	Own 1301	2F	H	6.38	57.3	12½x3⅛x⅜	T
♦ 33	.A8	7½	6300	160	225	11590	37000	B9.75/20	DB9.75/20	Own FEB	6-5x5½	Own H7	U 5	Op	Own 1301	2F	H	6.38	57.3	12½x3⅛x⅜	T
34	Kenworth .87	1½–2	1245	146	170	11200	3900	B6.50/20	DB6.50/20	Her JXB	6-3¾x4¼	BL 234	U 4	. .	Tim 53200H	SF	H	5.14	33.1	8x3x¼	T
35	.88	2	1480	146	200	13400	4400	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 54300H	SF	H	5.83	37.4	8x3x¼	T
36	.101B	2–2½	2050	146	200	13400	4700	B7.50/20	Bud H298	6-3¾x4½	BL 234	U 4	Op	Tim 54300H	SF	H	5.83	37.4	8x3x¼	T
37	.80	2½	1670	146	200	15000	4600	B7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 56200H	SF	H	6.16	39.5	8x3x¼	T
38	.127	2½–3	2600	154	202	16300	5490	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 334	U 4	Op	Tim 56200H	SF	H	6.16	40.7	8x3x¼	T
39	.90	3	1820	146	200	18200	5500	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	. .	Tim 58205H	SF	H	6.83	43.8	8x3x¼	T
40	.146B	3–4	3300	158	206	19500	5960	B9.00/20	DB9.00/20	Bud K393	6-4⅛x4¾	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	8x3x¼	T
41	.D146B	3–4	5770	158	206	19500	7500	B9.00/20	DB9.00/20	Bud D6-415	6-4x5½	BL 5341	U 4	Op	Tim 58206H	FS	H	6.83	43.8	8x3x¼	T
42	.D–146–C	3–4	6250	158	206	19500	7600	B9.00/20	DB9.00/20	Cum HA–4	4-4⅞x6	BL5341	U 4	Op	Tim58206TW	SF	H	6.83	43.8	8x3x¼	T
43	.166B	3½–4	3850	156	204	20700	6890	B9.00/20	DB9.00/20	Bud K393	6-4⅛x4¾	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	7x9x3x¼	T
44	.166A	3½–4	4330	156	204	20700	6890	B9.00/20	DB9.00/20	HaS 147	6-4x5	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	7x9x3x¼	T
45	.186	4–5	4675	155	221	25600	7710	B9.75/20	DB9.75/20	Her YXC2	6-4½x4¾	BL 1554	U 4	A 3	Tim 75720H	2F	H	7.33	105.	7x9x3x¼	T
46	.241	5–7	5450	169	221	27800	9000	B9.75/20	DB9.75/20	Her RXB	6-4½x5½	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	7x9x3x¼	T
47	.241A	5–7	6500	169	228	27800	9500	B9.75/20	DB9.75/20	HaS 160	6-4¼x5½	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x⅜	C
48	.241B	5–7	6150	174	228	27800	9500	B9.75/20	DB9.75/20	Bud GL–6	6-4¼x6	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x⅜	C
49	.241C	5–7	7200	174	228	27800	10000	B9.75/20	DB9.75/20	HaS 175	6-5x6	BL 714	U 4	A 3	Tim 76720W	2F	H	6.38	86.5	8x3x⅜	C
50	Kleiber .80	1½–2½	1300	140	160	11200	3950	B7.00/20	DB7.00/20	Her JXB	6-3⅝x4¼	BL 2241	U 4	No	Tim 53200H	BF	H	5.14	34.0	5⅝x3¼x1¼	C
51	.100	2–3½	1575	158	170	13400	4400	B7.50/20	DB7.50/20	Her JXB	6-3⅝x4¼	BL 3241	U 4	No	Tim 54200H	BF	H	5.81	38.7	7½x3¼x1¼	C
52	.120	2½–4½	2100	170	180	16300	5150	B8.25/20	DB8.25/20	Con E601	6-3⅞x4½	BL 3241	U 4	No	Tim 56200H	BF	H	6.17	33.4	7½x3¼x1¼	C
53	.140	3–5½	2650	180	190	20700	6500	B8.25/20	DB8.25/20	Con 18R	6-4x4½	BL 3241	U 4	No	Tim 58200H	BF	H	6.84	38.7	7½x3¼x1¼	C
54	.210	4–6	3800	190	200	22000	7600	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	BL 5241	U 4	No	EatDR2613H	2F	R	7.25	42.0	7½x3¼x1¼	C
55	.KD4	4	5400	190	200	22000	8000	B9.00/20	DB9.00/20	Cum H Die.	4-4⅞x6	BL 5351	U 4	No	EatDR 2613W	2F	R	5.5	70.	7½x3¼x1¼	C
56	.KD6	6	6000	206	210	26000	9500	B9.75/20	DB9.75/20	Cum.6HDie	6-4½x6	BL 714	U 4	A 4	Eat 65041W	2F	R	5.5	91.0	8½x3½x1¼	C
57	La Fr. Republic .C-2	2	1100	150	162	11000	3800	B6.00/20	DB6.00/20	Lyc SA	6-3¼x4½	WG T9	U 4	No	Tim 53200H	SF	H	5.67	35.9	5½x2x⅛	C
58	.D-2	2–2½	1485	162	175	14000	4600	B6.50/20	DB6.50/20	Lyc SB	6-3¾x4½	WG T9	U 4	No	Tim 54200H	SF	H	5.83	37.9	7x3x¼	C
59	.E-2	2½–3	2005	162	190	17000	5375	P32x6	DP32x6	Lyc ASD	6-3¾x4½	Fu Mlu-Bb	U 4	No	Tim 56200H	SF	R	7.4	47.0	7x3x¼	C
60	.F-3	3½–4	2420	174	198	21000	6240	P34x7	DP34x7	Wau MK	6-4⅛x4¾	Fu MGU14	U 4	No	Tim 58200H	SF	R	7.8	50.6	8x3x¼	C
61	.H-5	4–5	3285	179	206	26000	7840	B9.75/20	DP9.75/20	Wau MZ	6-4¾x4¾	Fu MRU	U 4	No	Tim 75733H	2F	R	7.97	53.0	8x3x¼	C
62	.M-3	5–6	4640	174	198	32000	8490	B10.50/20	DB10.50/20	Wau 6SRL	6-4⅝x5½	Fu VUOG	U 5	No	Tim 76733H	2F	R	8.85	62.5	9½x3¼x1⅛	C
63	.35–T	7–8	6570	174	198	35000	9700	B10.50/24	DB10.50/24	Wau 6-125	6-4⅝x5½	Fu MHU	U 4	No	Tim 78720W	2F	R	8.90	58.2	9½x3¼x1⅛	C
64	Le Moon .1150	1½	1150	148	152	. . . . .	3300	B6.50/20	B6.50/20	Con 20C	6-3¾x4¼	BL 214	U 4	No	Tim 53200H	BF	H	5.81	31.8	8x3x⅛	TF
65	.200	1½–2	1350	160	178	. . . . .	3600	B7.00/20	DB7.00/20	Con 20C	6-3¾x4¼	BL 214	U 4	No	Tim 53200H	BF	H	5.14	31.8	6x3x⅛	TF
66	.300	2–3	1575	163	190	. . . . .	4200	B7.50/20	DB7.50/20	Con 20C	6-3¾x4¼	BL 214	U 4	No	Tim 54200H	BF	H	6.80	42.1	6½x3¼x1¼	TF
67	.400	3–4	2175	163	190	. . . . .	5000	B8.25/20	DB8.25/20	Wau 6MS	6-3¾x4¾	BL 314	U 4	No	Tim 56200H	BF	R	6.16	40.6	6½x3¼x1¼	TF
68	.505	4–5	2775	160	190	. . . . .	6000	B9.00/20	DB9.00/20	Wau 6MK	6-4½x4¾	BL 3341	U 4	No	Tim 58205H	BF	R	6.14	40.6	6½x3¼x1¼	P
69	.501	4–5	3150	160	190	. . . . .	6500	B9.00/20	DB9.00/20	Wau 6SRL	6-4⅝x5½	BL 5351	U 5	No	Tim 58205H	BF	R	6.14	40.6	7x4¼	C
70	.(c.o.e.) 1100	5	***	94	145	. . . . .	9300	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	BL 7341	U 4	No	Tim 66725W	WF	H	8.2	51.4	9x4x¼	C
71	.(9) 600	5–6	3450	169	199	. . . . .	7200	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅝x5½	BL 5341	U 4	No	Tim 65720H	WF	R	6.00	43.2	9x4x⅛	C
♦ 72	Mack .BL	1–2	2500	138	192	. . . . .	4300	B6.00/20	DB6.00/20	Own BL	6-3¼x5	Own BG	U 4	No	Tim 52050	SF	H	5.20	27.6	7x3x⅛	T
♦ 73	.BG	1½–3	3000	138	192	. . . . .	5200	P32x6	DP32x6	Own BG	6-3¾x5	Own AB	U 4	No	Own BG	SF	H	5.44	26.8	7x3x⅛	T
♦ 74	.BF	2½–4	4000	156	216	. . . . .	6700	B8.25/20	DB8.25/20	Own BG	6-3¾x5	Own AB	U 4	No	Own AB	2F	H	7.01	33.9	7⅛x3x⅛	T
♦ 75	.AB	3–5	4000	156	210	. . . . .	6900	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼x¼	T
♦ 76	.AB	3–5	4200	156	210	. . . . .	7300	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	2F	H	7.54	36.6	8x2¼x¼	T
♦ 77	.AB	3–5	4150	156	210	. . . . .	6900	P34x7	DP34x7	Own BG	6-3¾x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼x¼	T
♦ 78	.AB	3–5	4500	156	218	. . . . .	7200	P34x7	DP34x7	Own BG	6-3¾x5	Own AB	U 4	No	Own AB	2F	H	7.54	36.6	8x2¼x¼	T
♦ 79	.BM	3–5	4700	157	211	. . . . .	7900	B9.00/20	DB9.00/20	Own CE	6-4x5½	Own BC	U 4	No	Own AB	2F	H	7.01	40.9	8½x3¼x¼	T
♦ 80	.(c.o.e.-15) CH	3–5	5200	150	186	. . . . .	8500	B9.00/20	DB9.00/20	Own CE	6-4x5½	Own BX	U 4	No	Own BC	2F	H	7.01	49.4	8½x3¼x¼	T
♦ 81	.BX	3½–6	5750	171	225	. . . . .	9400	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	CD	R	7.88	55.2	9½x3¼x¼	T
♦ 82	.BX	3½–6	5600	171	225	. . . . .	9300	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	2F	H	7.01	49.4	9½x3¼x¼	T
♦ 83	.(c.o.e.-15) CJ	3½–6	6100	150	186	. . . . .	9700	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	2	H	7.54	53.1	9½x3¼x¼	T
♦ 84	.BQ	6–8	6800	176	230	. . . . .	10800	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	Own BQ	A 4	No	Own AK	2F	H	7.43	47.7	10½x3¾x¼	C
♦ 85	.AK	5–7½	5250	162	228	. . . . .	9500	B10.50/24 °	DB10.50/24°	Own AC	4-5x6	Own AK	A 4	No	Own AK	2F	H	6.92	55.3	8½x2¾x¼	C
♦ 86	.AK	6–8	6450	174	240	. . . . .	10900	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	Own AC	A 4	No	Own AK	2F	H	7.43	47.7	8¾x3x⅜	C
♦ 87	.BX-S	7½	6250	207	225	. . . . .	10000	B9.75/24	DB9.75/24	Own BX	6-4¼x5½	Own B	U 4	No	Own BX	2F	H	7.54	53.1	9½x3¼x¼	C
♦ 88	.AC Light	5–7½	5150	168	240	. . . . .	10400	B10.50/24 °	DB10.50/24°	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	8.46	54.4	8x3x⅜	C
♦ 89	.AC Medium	6–8	5500	168	240	. . . . .	10700	S36x6	DS40x6	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	7.75	49.8	8x3x⅜	C
♦ 90	.AC Heavy	7½–10	5700	168	240	. . . . .	11000	S36x7	DS40x7	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	8.95	57.4	8x3x⅜	C
91	.AC	6–8	6450	174	240	. . . . .	11400	B10.50/24	DB10.50/24	Own BQ	6-4¾x5¾	Own AC	A 4	No	Own AC	CD	R	8.14	53.9	8¾x3x⅜	C
92	.AP	7½–10	8500	191	216	. . . . .	11700	S36x7	DS40x8	Own AP	6-5x6	Own AC	J 4	No	Own AC	CD	R	8.31	53.3	8¾x3x⅜	C
93	Menominee .A-15	1½	1485	144	160	8750	3750	B7.00/20	B7.00/20	Wau TL	6-3½x4¼	Fu MKU10	U 4	No	Cla B373	SF	R	5.00	31.7	5½x3¼x¼	C
94	.DX-6	2½	2850	156	175	13760	5760	B7.50/20	B7.50/20	Wau 6-90	6-3⅝x4¾	BL 234	U 4	No	Wis 6617	2F	R	5.83	37.3	6x2¼x⅛	C
95	.DN-6	3	3275	156	175	15200	6200	B8.25/20	DB8.25 20	Wau MK	6-4¼x4¾	BL 524	U 4	No	Wis 8817	2F	R	6.72	48.9	6x2¼x⅛	C
96	.A30	3	3275	165	185	15035	7035	B8.25/20	DB8.25/20	Wau MK	6-4¼x4¾	BL 528	U 8	No	Tim 58206H	SF	R	7.8	90.	8x3x¼	P
97	.N-6	3½	3715	165	185	16800	6800	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Wis 8817	2F	R	7.93	57.7	8x2¾x¼	P
98	.JX-6	5	4650	175	190	20200	7200	B9.00/20	DB9.00/20	Wau 6-125	6-4⅝x5½	BL 724	U 4	No	Wis 1458	2F	R	9.12	64.4	10x2⅝x¼	P
99	.6W-8	8	5800	185	200	28600	11000	B8.25/20	DB8.25/20	Wau 6-125	6-4⅝x5½	BL 724	U 4	No	Wis 8D210	2F	R	8.50	60.1	10x2⅝x¼	P
♦100	Moreland .R11H	2	1445	155	179	11500	4200	B6.50/20	DB6.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 53200	SF	H	5.66	35.	7⅛x2⅝x⅛	T
♦101	.(17) .R13H	2½	1570	155	179	13500	4700	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 54300	SF	H	5.83	36.	7⅛x2⅝x⅛	T
♦102	.R16H	3½	1725	155	179	16000	5300	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 56200	SF	H	6.17	38.	7⅛x2⅝x⅛	T
♦103	.E16H	4	2775	179	210	16500	6000	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	BL 3241	U 4	No	Tim 56200	SF	H	6.17	43.	9⅛x3½x⅛	T
♦104	.E22H	5	2995	179	210	22000	6550	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 3241	U 4	No	Tim 58200	SF	H	6.14	43.	9⅛x3½x⅛	T
♦105	.E25H	6	3250	179	210	25000	7050	B9.75/20	DB9.75/20	Her WXC3	6-4¼x4½	BL 5241	U 4	No	Tim 65720	WF	H	7.25	51.	9⅛x3½x⅛	T
♦106	.H26H	6	4850	196	220	26000	9000	B9.75/20	DB9.75/20	Her RXB	6-4½x5½	BL 5241	U 4	No	Tim 66720	WF	R	8.20	59.	9½x3⅛x⅛	T
107	Omort .20	2	1095	131	210	10000	3725	B6.00/20	DB6.00/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.20	39.6	6x2¾x⅛	L
108	.25	2½	2650	130	130	16000	6100	P32x6	DP32x6	Her WXB	6-3¾x4½	Fu MGU	U 4	No	Wis 6787L	2F	R	6.41	41.6	6x3¼x⅛	I
109	.30	3	3250	134	148	18000	6600	P34x7	DP34x7	Her WXB	6-3¾x4½	Fu MGOG	A 4	U 2	Wis 8817L	2F	R	7.93	65.0	6x3½x⅛	I
110	.35	3½	3850	150	150	21000	7600	P36x8	DP36x8	Her WXC	6-4x4½	Fu MGOG	A 4	U 2	Wis 1567H	2F	R	9.11	74.7	6x3½x⅛	I
111	Pierce-Arrow 138385	2–2½	2500	160	200	13000	5750	B8.25/20	DB8.25/20	Own 8	8-3½x5	Co RU4SL	U 4	No	Tim 56200	SF	R	5.28	32.6	7⅛x3⅛x⅛	C
112	.15T298	3–3½	1950	150	200	15000	5725	B8.25/20	DB8.25/20	Her WXB	6-3¾x4¼	Cla 108B	U 4	Op	Tim 56200	SF	R	6.16	40.2	7⅛x3⅛x⅛	C
113	.17T361	3–4	2350	150	200	17000	5725	B9.00/20	DB9.00/20	Her WXC2	6-4¼x4½	Co RU4SL	U 4	Op	Tim 58200	SF	R	6.83	42.2	7⅛x3⅛x⅛	C
114	.18W361	3½–4½	3000	150	220	18000	6660	B9.00/20	DB9.00/20	Her WXC2	6-4¼x4½	Co RU4SL	U 4	Op	Tim 65720	WF	R	6.8	42.	8⅛x2⅝x⅛	C
115	.19R479	3½–4½	3600	150	220	19000	7850	B9.00/20	DB9.00/20	Her YXC3	6-4⅝x4¾	Co TNU	U 4	Op	Tim 65720	WF	R	5.4	286.	8⅛x2½x⅛	C
116	.24X479	5–6	4150	150	200	24000	9250	B10.50/20	DB10.50/20	Her YXC3	6-4⅝x4¾	Co TNU	U 4	Op	Tim 66720	WF	R	7.6	402.	9½x2½x⅛	C
117	.28M611	6–7	5400	160	200	28000	11600	B10.50/24	DB10.50/24	Her GXA	6-4½x5¾	Own	A 4	Op	Own	WF	R	10.	525.	9½x2½x⅛	C
118	Reo (Cont.) 1B, (1D)	1½	595	140	164	10500	3260	B6.00/20	DB6.00/20	Own	6-3⅛x5	Own	U 4	O 2	Own	SF	H	5.28	34.8	7x2¾x⅜	C

♦—Denotes new model or change in specifications.

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	Fuel Feed	ELECTRICAL: Ignition System Make	Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES SERVICE: Make, Location Type, Operation	Lining Area	Drum Material	Hand Location, Type	BODY MOUNTING DATA: Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	SPRINGS: Front	Rear	Auxiliary Type
1	298	5.3	200	33.7	80–2800	L	C	C	7-3	9⅞	FP	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	318	p	CD	81	61	31½	41x2½	54⅞x3	½
2	298	5.3	200	33.7	80–2800	L	C	C	7-3	9⅞	FP	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	318	p	CD	81	61	31½	41x2½	54⅞x3	½
3	298	5.3	200	33.7	80–2800	L	C	C	7-3	9⅞	FP	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	380	p	CD	81	61	31½	41x2½	54⅞x3	½
4	428	4.8	280	45.9	107–2600	L	G	B	7-3	11½	FP	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 632-5	Ros	L4IH	620	p G	CD	115	72½	31½	41⅞x2½	54⅞x3	½
5	369	4.8	234	39.6	99–2800	L	G	B	7-3	11½	FP	Pe	Zen	M	AL	DR	BL 61	Yo	Blo	Cla F318	Ros	L4IH	380	p	CD	81	61	31½	41x2½	54⅞x3	½
6	369	4.8	234	39.6	99–2800	L	G	B	7-3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	326	G	TD	88¾	65	34⅛	41⅞x2½	48½x3	½
7	428	4.8	280	45.9	107–2600	L	G	B	7-3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	405	G	TD	94½	70¾	34 1/16	41⅞x2½	48½x3	½
8	428	4.8	280	45.9	107–2600	L	G	B	7-3	11½	EP	Pe	Zen	M	AL	DR	D Fu	Yo	Blo	Shu 632-3	Ros	L4IH	620	p G	CD	96½	70¾	31½	41⅞x2½	54⅞x3	½
9	428	4.8	280	45.9	107–2600	L	G	B	7-3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	360	G	TD	110¼	86½	35	41⅞x2½	48½x3	½
10	525	4.8	336	48.6	111–2200	L	G	B	7-3	11½	FP	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 633-11	Ros	41A	556	p G	CD	96½	64	31½	41⅞x2½	54⅞x3	½
11	525	4.8	336	48.6	111–2200	L	G	B	7-3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	360	G	TD	119	86½	35	41⅞x2½	48½x3	½
12	228	4.7	142	27.3	59–2800	L	G	C	7-2⅛	10 11/16	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 30020H	Ros	L4IH	249	G	TX	92	56	34	37x2¼	54x2½	N
13	282	5.3	176	33.7	73–2800	L	G	A	7-2½	10 11/16	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L4IH	356	G	TX	92	56	34	37x2¼	54x2½	N
14	282	5.3	176	33.7	73–2800	L	G	A	7-2½	10 11/16	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L4IH	356	G	TX	92	56	34	37x2¼	54x2½	½
15	339	4.7	210	38.4	76–2400	L	G	A	7-2⅝	13¼	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IH	380	G	TX	108	69⅝	34	39½x2½	54x3	½
16	339	4.7	210	38.4	76–2400	L	G	A	7-2⅝	13¼	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IHV	380	G	CD	108	69⅝	34	39½x2½	54x3	½
17	428	4.4	283	45.9	94–2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582B	Ros	L4IHV	398	G	CD	142	83	34⅛	40x2½	54x3	½
18	428	4.4	283	45.9	94–2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34⅛	40x2½	54x3	½
19	428	4.4	283	45.9	94–2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34⅛	40x2½	54x3	½
20	501	4.9	330	48.6	110–2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34⅛	40x2½	54x3	½
21	529	4.9	350	51.3	115–2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34¼	40x2½	54x3	½
22	762	17.	420	57.0	125–1800	H	G	N	7-3½	17½	CC	FN	No	M	CI	LN	dp.BL	Yo	Spi	Shu 1633W	Ros	Ws4IA	560	G	CD	144	90	34	40x3	54x3	½
23	213	5.0	148	26.3	79–3500	L	C	C	4-2⅝	6 11/16	CC	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own HDF-50	Ros	B4IM	156	C	4I	55 11/16	29¼	...	36½x1¾	51x1¾	N
24	186	4.6	125	21.	42–2500	L	G	C	3-2	6⅞	FP	NS	Zen	M	DR	DR	dp Lo	Mo	MM	Own 101	Ros	B4IM	217	C	TE	...	...	32⅛	40x2	46x2½	½
25	186	4.6	125	21.	42–2500	L	G	C	3-2	6⅞	FP	NS	Zen	M	DR	DR	P.Ow	Mo	MM	Own 101	Ros	B4IM	217	C	2I	93⅝	53⅝	32 1/16	40x2	46x2½	O
26	207	5.5	144	26.3	73–3400	H	G	C	4-2⅜	5 11/16	FP	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	271	C	2I	93⅝	53⅝	32 1/16	40x2	46x2½	½
27	223	5.4	160	28.3	78–3400	H	G	C	4-2⅜	5 11/16	FP	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	291	C	TX	102⅝	62⅝	34	40x2	54x3	½
28	279	4.7	191	31.6	83–2900	H	G	C	7-2½	12 11/16	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 251	Ros	B4IM	353	C	TX	104	61½	34⅛	42x3	54x3	½
29	279	4.7	191	31.6	83–2900	H	G	C	7-2½	12 11/16	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	464	C	TX	99	56½	34⅛	42x3	56x3	½
30	279	4.7	191	31.6	83–2900	H	G	C	7-2½	12 11/16	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	464	C	TX	99	56½	34¼	42x3	56x3	½
31	312	4.0	201	32.4	63–2200	H	G	A	3-2¾	8 11/16	CC	HS	Zen	V	DR	DR	P.Ow	Mo	Own	Own 400	Own	B04IM	714	C	2I	88½	55¼	34	41⅛x3	56x3½	¼
32	525	4.5	358	48.6	123–2200	H	G	C	7-3¼	17 11/16	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 503	Ros	B04IMV	714	C	TD	106	72	34	48x3	56x3	½
33	648	4.4	460	60.	140–2100	H	G	C	7-3¼	17 11/16	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 503	Ros	B04IMV	714	C	TD	106	72	34	48x3	56x3	½
34	263	4.7	163	31.5	68–2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30000H	Ros	L4IH	249	a	TX	108	60	31½	38x2¼	52x2½	N
35	282	4.7	176	33.7	73–2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2¼	52x2½	N
36	298	4.7	200	33.7	80–2800	L	G	C	7-3	9⅞	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	FD	108	60	31½	39x2½	52x3	½
37	282	4.7	176	33.7	73–2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2¼	52x2½	½
38	339	4.4	212	38.4	76–2400	L	C	A	7-2⅝	13¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	335	a	FD	110	72	31½	40x2½	52x3	½
39	282	4.7	176	33.7	73–2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	394	a	TX	108	60	31½	38x2¼	52x3	½
40	393	4.9	260	42.1	103–2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	394	a	FD	120	72	31½	40x2½	52x3	½
41	415	...	264	38.4	93–2000	H	G	Al	7-3	11½	FP	Bu	No	B	No	LN	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	335	a	FD	120	72	31½	38x2½	52x3	½
42	448	...	...	38.0	83–1800	H	G	Al	5-3¼	11½	FP	En	No	C	No	LN	P.BL	Pe	Spi	Tim33000TW	Ros	Ws4IA	455	A	FD	120	72	31½	38x2½	52x3	½
43	393	4.9	260	42.1	103–2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
44	377	4.9	258	38.4	92–2300	H	C	A	4-2⅞	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
45	453	4.8	300	48.6	98–2200	L	G	A	7-3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	602	a	FD	110	72	33¾	42x2½	56x3½	½
46	501	4.9	330	48.6	110–2200	L	G	A	7-3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
47	468	4.4	322	43.3	125–2400	H	C	A	4-2¾	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
48	572	4.3	358	48.6	114–1900	L	G	C	4-3	10 1/16	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
49	707	4.4	506	60.0	170–2000	H	C	A	7-3¼	11 1/16	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
50	263	5.4	164	31.5	68–2800	L	G	C	7-2½	10 11/16	PC	No	Str	M	DR	DR	P.BL	Ow	Spi	Tim 30000H	Ros	L4IH	308	G	TD	132	74	34	38x2¼	52x2½	½
51	263	5.4	164	31.5	70–3000	L	G	C	7-2½	10 11/16	PC	No	Str	M	DR	DR	P.BL	Ow	Spi	Tim 31000H	Ros	L4IH	354	G	TD	144	82	34	38x2½	52x2½	½
52	318	4.6	204	36.0	80–2700	L	G	C	7-2⅝	12 11/16	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 31000H	Ros	L4IHV	452	G	TD	156	96	34	38x2½	52x3	½
53	339	4.2	212	38.4	90–2700	H	C	C	7-2¾	13 3/16	FP	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L4IHV	648	G	TD	168	104	34	38x2½	52x3	¼
54	427	4.2	270	45.9	118–2500	H	C	C	7-2¾	13 3/16	FP	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 35020H	Ros	L4IHV	676	G	FD	170	108	34	44x2½	52x3	¼
55	448	17.	280	38.0	83–1800	H	C	N	5-3¼	12	P	En	No	M	LN	LN	D.BL	Ow	Spi	Tim 35120W	Ros	Ws4IA	676	G	FD	170	108	34	44x2½	52x3	½
56	672	17.	420	57.0	125–1800	H	G	N	7-3¼	16½	P	En	No	M	LN	LN	D.BL	Ow	Spi	Tim 26450W	Ros	Ws4IA	848	G	FD	180	130	38	44x2½	52x3	½
57	224	4.7	145	25.3	61–2800	L	G	C	4-2⅜	8 3/16	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	287	Da	TX	110¾	67½	31⅞	38x2	52½x2½	½
58	242	5.0	160	27.3	65–2800	L	G	C	4-2⅜	8 3/16	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	271	Da	TX	143¾	79½	32	38x2	52½x2½	½
59	299	4.9	195	33.5	82–2600	L	G	C	4-2¾	10	PC	Ha	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IHV	327	Da	TX	120	78¾	32	38x2	57½x2	½
60	381	4.4	240	40.8	85–2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33000H	Ros	L4IHV	367	Da	FD	140¼	93	32	39x2½	60x3	½
61	354	4.3	228	36 2	86–2300	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33000H	Ros	L4IHV	458	Da	FD	144	75	32	39x2½	60x3	½
62	462	4.6	310	43	97–2000	L	G	C	7-3	13⅞	PC	Wa	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 35000H	Ros	L4IHV	468	Da	FD	168	88	32⅛	44x3	60x3½	½
63	462	4.6	324	46.	125–2400	L	G	C	7-3	13⅞	PC	Wa	Zen	M	AL	AL	D.Fu	Ow	Spi	Tim 27450W	Ros	Ws4IA	690	Da	FD	168	81¼	34	44x3	60x3½	N
64	248	4.4	150	27.3	65–2800	L	C	A	7-2⅜	10 1/16	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	275	c	TX	96	58	34	37½x2¼	49¼x2½	N
65	248	4.4	150	27.3	65–2800	L	C	A	7-2⅜	10 1/16	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	275	c	TX	128	81	34	37½x2¼	50x2½	½
66	248	4.4	150	27.3	65–2800	L	G	A	7-2⅜	10 1/16	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 31000H	Ros	L4IH	293	c	TX	128	81	34	37½x2¼	50x2½	½
67	315	4.6	200	33.7	72–2500	L	G	C	7-2⅝	12⅜	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 33000H	Ros	L4IH	345	c	TX	128	81	34	37½x2¼	50½x2½	½
68	381	4.4	242	40.8	85–2500	L	G	C	7-2⅝	12½	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 33000H	Ros	L4IHV	385	c	CD	128	81	34	39x2½	53x3	½
69	462	4.5	300	45.9	98–2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	385	c	CD	128	81	34	39x2½	53x3	½
70	677	4.6	460	60.	127–2000	L	G	A	4-3½	11¾	PC	Wa	Str	M	My	LN	D.BL	Ch	Spi	Tim26045TW	Ros	Ws4IA	876	a	TD	81	49½	34	48x3½	54x3½	½
71	462	4.5	300	45.9	98–2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	485	c	RI	128	81	34	39x2½	53x3	½
72	248	5.6	153	25.4	72–3000	L	G	C	7-2⅝	10 11/16	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BL	Own	L4IH	302	P	FX	120	72½	33 3/16	40⅞x2½	52¾x2½	N
73	309	5.4	202	31.5	90–3000	L	G	C	7-2⅝	10 11/16	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BG	Own	O4IMV	427	a	FX	120	72½	33 3/16	42x2½	54x3	N
74	309	5.4	202	31.5	90–3000	L	G	C	7-2⅝	10 11/16	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BF	Own	O4IMV	427	a	FX	132	84½	33 3/16	44x2½	54x3	½
75	283	4.8	192	28.9	65–2100	L	G	C	3-3	8	PS	Ow	Str	G	RB	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	N
76	283	4.8	192	28.9	65–2100	L	G	C	3-3	8	PS	Ow	Str	G	RB	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56½x3½	N
77	309	5.4	202	31.5	90–3000	L	G	C	7-2⅝	10 11/16	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	N
78	309	5.4	202	31.5	90–3000	L	G	C	7-2⅝	10 11/16	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56½x3½	N
79	414	5.2	270	38.4	108–2400	L	G	C	7-3	12 3/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BM	Own	O4IMV	427	a	FX	120	102½	33¼	44x2½	54x3½	N
80	414	5 2	270	38.4	108–2400	L	G	C	7-3	12 3/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own CH	Own	O4IMV	540	a	FX	180	120	33¼	50x3	50½	½
81	468	5.2	310	43.4	117–2400	L	G	C	7-3	12 3/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O4IMV	619	a	JX	180	120	33 3/16	53 3/16x3	54x3	N
82	468	5.2	310	43.4	117–2400	L	G	C	7-3	12 3/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O4IMV	619	a	FX	180	120	33 3/16	53 3/16x3	56⅛x3½	N
83	468	5.2	310	43.4	117–2400	L	G	C	7-3	12 3/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own CJ	Own	O4IMV	619	a	FX	180	120	33¼	53⅜x3½	56⅛x3½	½
84	611	5.7	398	54.2	128–2300	L	G	C	4-3½	10 1/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own BQ	Own	O4IMV	618	a	FX	150	102	33¼	50x3½	58 3/16x3½	½
85	471	4.0	320	40.0	75–1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AK	Own	O4IMV	561	a	FX	132	93	37½	48x3½	56x4	½
86	611	5.7	398	54.2	128–2300	L	G	C	4-3½	10 1/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	561	a	FX	132	93	37⅝	47 3/16x3½	58½x4	¼
87	468	5.2	310	43.4	117–2400	L	G	C	7-3	13 3/16	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Ros	O4IMV	619	a	FX	212	138	33 3/16	53 3/16x3	56⅛x3½	N
88	471	4.0	320	40.0	75–1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AC	Own	O4IMV	561	c	JX	156	104	37½	46x3½	52x4	½
89	471	4.0	320	40.0	75–1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AC	Own	O4IMV	561	c	JX	156	104	37½	46x3½	52x4	½
90	471	4.0	320	40.0	75–1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AC	Own	O4IMV	561	c	JX	156	104	37½	46x3½	52x4	½
91	611	5.7	398	54.2	128–2300	L	G	C	4-3½	10 1/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	755	c	2I	156	105	37½	48x3½	52x4	½
92	706	4.4	427	60.0	138–1900	L	G	S	4-3 3/16	11 11/16	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	755	c	2I	180	108⅞	37½	46 3/16x3½	52x4	½
93	255	5.0	170	27.3	68–2600	L	G	C	4-2⅝	7⅝	PC	No	Zen	M	NE	NE	D.Fu	Pe	Blo	Cla 212	Ros	L4IHV	377	P	TX	113	65	32	40x2¼	50x2½	½
94	255	5.4	182	27.3	90–3200	F	G	C	4-2⅝	7 3/16	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	580	G	TD	118	68	32	44x2½	52x3	½
95	381	4.8	240	40.8	85–2500	L	G	C	7-2⅝	12½	PC	Wa	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	662	G	TD	118	68	32	44x2½	52x3	½
96	381	4.8	240	40.8	85–2500	L	G	C	7-2⅝	12½	PC	Wa	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	662	G	TD	146½	86½	34	44x2½	52x3	½
97	358	5.2	254	38.4	110–2800	F	G	C	7-2⅞	10¾	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5572	Ros	L4IHV	662	G	TD	139	85	32	44x2½	54x3½	½
98	462	5.1	324	45.9	125–2600	F	G	C	7-3	13⅞	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5572	Ros	L4IHV	770	G	TD	147	96	36	44x3	54x4	½
99	462	5.1	324	45.9	125–2600	F	G	C	7-3	13⅞	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5582B	Ros	L6IHV	1095	G	TD	Opt	Opt	36	44x3	54x4	..
100	282	5.0	176	33.8	73–2800	L	G	A	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 30000H	Ros	L4IH	254	a	TD	141	83	34	40x2½	54x3	½
101	282	5.0	176	33.8	73–2800	L	G	A	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 31000H	Ros	L4IH	364	a	TD	141	83	34	40x2½	54x3	½
102	282	5.0	176	33.8	73–2800	L	G	A	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 31000H	Ros	L4IH	364	a	TD	141	83	34	40x2½	54x3	½
103	383	4.4	265	43.3	106–2800	L	G	A	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	364	a	TD	168	104	34	41½x2½	54x3	½
104	383	4.4	265	43.3	106–2800	L	G	A	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 35120H	Ros	L4IH	464	a	TD	168	104	34	41½x2½	54x3	½
105	383	4.4	265	43.3	106–2800	L	G	A	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 35120H	Ros	L4IH	555	a	TD	168	104	34	41½x2½	54x3½	½
106	501	4.9	330	48.6	110–2200	L	G	A	7-3	12½	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim26450TW	Ros	W4IA	620	a	TD	168	111	34	42x3	56x3½	½
107	228	4.4	143	27.3	60–2400	L	G	C	7-2½	10 11/16	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
108	298	4.7	190	33.7	66–2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 5429	Ros	L4IH	406	G	TD	84	53½	31	40x2½	54x3	..
109	298	4.7	190	33.7	66–2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 5532	Ros	L4IH	406	G	TD	88	57½	31	40x2½	54x3	½
110	339	4.7	225	38.4	73–2000	L	G	B	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 5532	Ros	L4IH	498	G	TD	108	74	31	40x2½	54x3	½
111	385	5.0	274	39.2	125–2800	L	C	A	9-2⅝	14⅛	CC	Ha	Str	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	TD	116¾	62½	34	38x2½	56x3	½
112	298	4.7	190	33.7	70–2600	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	TD	113½	59½	34	38x2½	56x3	½
113	361	4.7	230	40.3	77–2400	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	CD	143½	89½	34	38x2½	56x3	½
114	361	4.7	230	40.3	77–2400	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15735	Ha	B4IA	473	D	CD	119½	65	34	41x2½	56x3	½
115	479	4.7	318	51.3	104–2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15733	Ha	B4IA	473	D	CD	118¼	163¾	34	41x2½	56x3	½
116	479	4.6	318	51.3	104–2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	B4IA	473	D	CD	168¼	33¾	34	41x2½	56x3	½
117	611	4.5	410	54.1	130–2000	L	G	A	7-3½	16⅝	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Spi	Tim 26050	Ros	BO4IA	720	D	TX	127	72½	34	41x3	56x4	½
118	230	5.3	152	23.4	68–2800	L	C	A	7-2 3/16	12	CC	No	Str	M	DR	DR	P.Ow	Ow	Cle	Own	Ros	L4IH	246	C	2I	102	60	34	40x2	50x2½	O

Line Number	MAKE AND MODEL	GENERAL (See Keynote)					TIRE SIZE		MAJOR UNITS									FRAME	
									ENGINE		TRANSMISSION		REAR AXLE			GEAR RATIOS			
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds / Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	In High	In Low	Side Rail Dimensions	Type
1	Reo (Con.)...2B-2D	2	845	142	166	12500	‡3865	B6.50/20	DB6.50/20	Own	6-3¼x5	Own	U 4 O 2	Own	SF	H	5.83	38.4	7x3x¼	C
2	.....2H (2J, 2K)	2½	1245	142	184	15000	4475	B7.00/20	DB7.00/20	Own	6-3¾x5	Own	U 4 O 2	Own	SF	H	6.6	42.9	7x¼x3	C
3	...3H(3J,3K,3M)	3	1795	170	205	17500	5125	B7.50/20	DB7.50/20	Own	6-3¾x5	Own	U 4 O 2	Own	SF	H	6.5	42.9	8x¼x¼x3	C
4	.....4H,4J,4K,4M	4	2595	170	205	20000	6280	B9.00/20	DB9.00/20	Own	8-3½x5	Own	U 4 O 2	Own	SF	H	6.14	40.5	10x3x¼	C
† 5	Schacht.....10H	1½-2½	1295	166	199	11500	4850	B6.50/20	DB6.50/20	Con 20C	6-3½x4½	BL 35	U 4 No	Tim	BF	H	5.83	31.2	6x3x⅛	P
† 6	.....15HA	2½-3½	1735	160	199	13000	5200	B8.25/20	DB8.25/20	Con 20C	6-3½x4½	BL 35	U 4 No	Tim	BF	H	6.06	38.5	6x3x⅛	P
† 7	.....20HA	2½-4	2185	160	199	15300	5450	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Fu 5-A-38	U 5 No	Tim	BF	H	6.06	38.5	6x3x⅛	P
8	.....25HA	3-4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu 5-A-38	U 5 No	Tim	BF	R	6.02	39.2	7x3x⅛	P
9	.....28HA	4-5½	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5-A-38	U 5 No	Tim	BF	R	6.83	43.8	7x3x⅛	P
10	.....30HA	4½-6	3295	146	227	23000	6900	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5-A-38	U 5 No	Tim	2F	R	7.14	46.4	7x3x⅛	P
11	.....35HA	5	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4½x4½	Fu 5-A-38	U 5 No	Own	2F	R	8.00	52.0	8½x3x⅛	P
12	.....40H	5-7	4295	156	239	25500	7600	B9.75/20	DB9.75/20	Her YXC	6-4½x4¾	Fu 5-A-53	U 5 No	Own	2F	R	7.07	49.7	8½x3x⅛	P
13	.....40HB	7-9	4695	156	239	29500	7750	B10.50/20	DB10.50/20	Her YXC	6-4½x4¾	Fu 5-A-53	U 5 No	Wis	2F	R	7.07	49.7	8½x3x⅛	P
14	.....66HA	8-11	5895	154	251	35000	9820	B10.50/24	DB10.50/24	Her RXC	6-4½x5¼	Fu 5-A-53	U 5 No	Wis	2F	R	7.07	49.8	8½x3x⅛	P
15	.....(T) TRD	10	4150	150	174	35000	7100	B9.00/20	DB9.00/20	Her YXC	6-4½x4¾	Fu 5-A-53	U 5 No	Own	2F	R	7.8	56.8	7x3x⅛	P
16	.....(T) TRDA	12	4350	150	174	39000	7226	B9.75/20	DB9.75/20	Her YXC3	6-4½x4¾	Fu 5-A-53	U 5 No	Own	2F	R	7.8	56.8	7x3x⅛	P
17	.....(T) TRDB	15	4595	150	174	45000	7326	B9.75/20	DB9.75/20	Her RXC	6-4½x5¼	Fu 5-A-53	U 5 No	Wis	2F	R	7.8	56.8	7x3x⅛	P
18	Sterling.....FB40	1½-2	1135	142	162	11000	3450	B6.50/20	DB6.50/20	Con 25A	6-3½x4	WG T9	U 4 No	Own	BF	H	5.66	36.2	6x2⅝x⅛	C
19	.....FB50	2-2½	1240	142	162	11500	3650	B7.00/20	DB7.00/20	Con 25A	6-3½x4	WG T9	U 4 No	Own	BF	H	5.66	36.2	6x2⅝x⅛	C
20	.....FB60	2½-3	1590	142	162	14000	4150	B7.00/20	DB7.00/20	Wau TL	6-3½x4¾	WG T9	U 4 No	Own	BF	H	5.83	37.3	6x2⅝x⅛	C
21	.....FB70	2½-3	2635	174	204	17000	5755	B7.50/20	B7.50/20	Wau ML	6-4x4¾	Own UC7	U 5 No	Own	BF	R	7.4	52.7	10x3¼x¼	L
22	.....FB80	3-4	3065	174	204	21000	6680	B8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	Own UC7	U 5 Op	Own	2F	R	7.8	55.3	10x3¼x¼	L
23	.....FB80 Spec	3½-4	3010	174	204	21000	6680	B8.25/20	B8.25/20	Wau ML	6-4x4¾	Own UC7	U 5 No	Own	BF	R	7.8	55.6	10x3¼x¼	L
24	.....FC90	4	4105	174	204	22000	7480	B9.00/20	DB9.00/20	Wau 6MK	6-4½x4¾	Own UC7	U 5 Op	Own	CD	R	8.66	61.7	10x3¼x¼	L
25	• FD90	4	3315	174	204	22000	7480	B9.00/20	B9.00/20	Wau MK	6-4½x4¾	Own UC7	U 5 No	Own	2F	R	8.0	57.0	10x3¼x¼	L
26	.....FD978	4-5	4355	192	222	26000	8200	P36x8	DP36x8	Wau 6SRL	6-4½x5½	Own UC2	U 4 Op	Own	w/2F	R	7.75	51.6	12x3¼x¼	L
27	.....FC100	5-5½	4185	192	222	26000	7750	P36x8	DP36x8	Wau 6MK	6-4½x4¾	Own UC2	U 4 Op	Own	CD	R	9.3	61.2	12x3¼x¼	L
28	• FD115	5-6	4690	192	222	32000	8750	P40x8	DP40x8	Wau 6SRL	6-4½x5½	Own UC2	U 4 Op	Own	w/2F	R	8.20	54.6	12x3¼x¼	L
29	.....FC107	5-6	4700	192	222	27000	8200	P36x8	DP36x8	Wau 6SRL	6-4½x5½	Own UC2	U 4 Op	Own	CD	R	8.20	54.6	12x3¼x¼	L
30	• FD140	7-8	6285	192	222	35000	10050	P40x8	DP42x9	Wau 6-125	6-4½x5½	Own UC2	U 4 Op	Own	w/2F	R	10.0	66.6	15x3¼x¼	L
31	• FC135	7-8	4800	192	222	35000	8900	P40x8	DP40x8	Wau SRL	6-4½x5½	Own UC2	U 4 Op	Own	CD	R	9.3	62.2	15x3¼x¼	L
32	• FC140	8-8½	5245	200	230	36000	9350	P40x8	DP40x8	Wau 6-125	6-4½x5½	Own UC2	U 4 Op	Own	CD	R	8.3	55.2	15x3¼x¼	L
33	• FC145	8-8½	6180	200	230	37000	10100	P40x8	DP40x8	Wau AB	6-4½x5¾	Own UC8	U 4 Op	Own	CD	R	9.4	58.9	15x3¼x¼	L
34	• ..FW170. FD170	9½-10½	6980	200	230	35000	10550	P40x8	DP44x10	Wau AB	6-4½x5¾	Own UC8	U 4 Op	Own	w/2F	R	10.0	62.7	15x3¼x¼	L
35	• FC170	9½-10½	6900	200	230	40000	10550	P40x8	DP42x9	Wau RB	6-5x5¾	Own UC8	U 4 Op	Own	CD	R	9.4	58.9	15x3¼x¼	L
36	.....FD195	12-12½	8925	200	230	39000	10750	B10.50/20	DB10.50/20	Cum H Die.	6-4½x6	BL 734	U 4 Op	Wis 1910W	2F	R	8.88	55.8	15x3¼x¼	L
† 37	Stewart.....41X	¼	730	124	124	.....	2875	B6.50/18	B6.50/18	Lyc	6-3¼x4½	WG	U 4 No	Cla	S½	H	5.4	35.1	6x2¼x⅛	T
† 38	.....41XS	¼	765	134	145	.....	2925	B6.50/18	B6.50/18	Lyc	6-3¼x4½	WG	U 4 No	Cla	S½	H	5.4	35.1	6x2¼x⅛	T
† 39	.....46H	1½	695	134	176	10000	3250	B6.50/20	DB6.50/20	Lyc	6-3¼x4½	WG	U 4 No	Cla	SF	H	5.6	35.8	7½x2¾x⅛	T
† 40	.....44X	1½	795	134	176	10000	3250	B6.50/20	B6.50/20	Lyc	6-3¼x4½	WG	U 4 No	Cla	SF	H	5.6	35.8	7½x2¾x⅛	T
† 41	.....42X	1¾	895	145	176	11000	3525	B6.50/20	B6.50/20	Lyc	6-3¼x4½	WG	U 4 No	Cla	SF	H	5.6	35.8	7½x2¾x⅛	T
† 42	.....43X	2	1125	145	176	12000	4005	B6.50/20	DB6 50/20	Lyc	6-3¾x4½	WG	U 4 No	Cla	SF	H	6.3	41.	7½x2¾x⅛	T
† 43	.....45X	2½	1425	145	190	14000	4350	B7.00/20	DB7.00/20	Lyc	6-3¾x4½	WG	U 4 No	Cla	SF	R	6.37	40.	7½x2¾x⅛	T
† 44	.....29X8	2½	1895	145	220	16000	5190	B7.00/20	DB7.00/20	Lyc	6-3¾x4½	BL	U 5 No	Cla	SF	R	7.16	40.	7½x2¾x⅛	T
† 45	.....32X	3	2190	165	220	18000	5460	B7.00/20	DB7.00/20	Lyc	6-3¾x4½	BL	U 5 No	Cla	SF	R	7.16	40.	9x2¾x⅛	T
† 46	58-8	3	2390	170	226	18000	6025	B7.50/20	DB7.50/20	Lyc	8-3¾x4½	Fu	U 5 No	Cla	SF	R	7.1	47.	9x2¾x⅛	T
† 47	.....18X	3½	2790	165	220	20000	6600	B7.50/20	DB7.50/20	Lyc	6-3¼x5	Fu	U 5 No	Tim	WF	R	7.25	47.5	9x2¾x⅛	T
† 48	48-8	3½	3090	170	241	20000	6750	B8.25/20	DB8.25/20	Lyc	8-3¾x4¾	BL	U 5 No	Cla	WF	R	7.1	47.	9x2¾x⅛	T
† 49	.....19X	3½	3790	165	235	20000	7110	B9.00/20	DB9.00/20	Lyc	6-3¾x5	Fu	U 4 A 3	Tim	WF	R	7.25	48.	9x2¾x⅛	T
† 50	38-6	3½-5	4090	170	241	25000	7600	B9.00/20	DB9.00/20	Wau	6-4½x5½	BL	U 5 A 3	Tim	WF	R	7.25	48.	9x2¾x⅛	T
† 51	38-8	3½-5	4090	170	241	25000	7600	B9.00/20	DB9.00/20	Lyc	8-3¾x4¾	BL	U 5 A 3	Tim	WF	R	7.25	48.	9x2¾x⅛	T
† 52	.....31X	5	5490	165	235	30000	9340	B9.75/20	DB9.75/20	Wau	6-4½x5½	BL	U 4 A 3	Tim	WF	R	8.2	148.	9x2¾x⅛	T
† 53	.....27X8	7-8	6290	165	235	33000	10300	B10.50/24	DB10.50/24	Wau	6-4½x5½	BL	U 4 A 3	Tim	WF	R	10.1	148.	9x2¾x⅛	T
† 54	Stud.T230-(241 265)	1½-2	625	130	165	9000	3150	B6.00/20	P32x6	Own	6-3¼x4½	WG T9	U 4 No	Cla B373	SF	H	5.66	36.2	7x2¾x⅛	T
† 55	.....T430-(441-465)	1½-2½	785	130	165	10500	3445	B6.00/20	DB6.50/20	Own	6-3¼x4½	WG T9	U 4 No	Cla B412	SF	H	6.8	43.5	7x2¾x⅛	T
† 56	.....T641-(653-665)	2-3	945	141	165	12000	4095	B6.50/20	DB6.50/20	Own	6-3¼x4½	WG T9	U 4 No	Tim 54200	SF	H	6.8	43.5	7x2¾x⅛	T
† 57	.....T841-(865-883)	3-4	1345	141	183	16000	4855	B6.50/20	DP32x6	Own	6-3¼x4½	WG T9	U 4 A 2	Tim 58200	SF	H	7.8	75.3	8x2¾x⅛	T
† 58	.....W-841 (865-883)	3-4	1795	141	183	17000	5870	B6.50/20	DP32x6	Wau 6-110	6-4x4¾	Cla R900	U 5 No	Tim 58200	SF	H	6.8	55.2	8x2¾x⅛	T
59	Ward La Fr...25R14	2½	2800	196	208	14000	6000	B7.50/20	DB7.50/20	Wau ML	6-4x4¾	BL 324	U 4 No	Tim 54200H	SF	R	Opt	Opt	12x3x⅛	B
60	.....25R16	3	2975	197	208	16000	6200	B8.25/20	DB8.25/20	Wau ML	6-4x4¾	BL 324	U 4 No	Tim 56200H	SF	R	Opt	Opt	12x3x⅛	B
61	.....25R18	3-4	3275	196	208	18000	6400	B9.00/20	DB9.00/20	Wau MK	6-4½x4¾	BL 324	U 4 No	Tim 58205H	SF	R	Opt	Opt	12x3x⅛	B
62	.....30R19	4	3675	197	226	19000	7000	B9.00/20	DB9.00/20	Wau MK	6-4½x4¾	BL 524	U 4 No	Tim 65200H	WF	R	Opt	Opt	12x3¼x⅛	B
63	320	3-4	3825	197	226	19000	7175	B9.00/20	DB9.00/20	Wau SRL	6-4½x5½	BL 534	U 4 No	Tim 58205H	SF	R	Opt	Opt	12x3¼x⅛	B
64	.....30R-20	3-4	4300	196	226	20000	7200	B9.00/20	DB9.00/20	Wau SRL	6-4½x5½	BL 534	U 4 No	Tim 65200H	WF	R	Opt	Opt	12x3¼x⅛	B
65	.....30R23	5	4175	196	226	23000	7300	B9.75/20	DB9.75/20	Wau MK	6-4½x5½	BL 534	U 4 No	Tim 65720H	WF	R	Opt	Opt	12x3¼x⅛	B
66	.....35R	5-6	4975	196	226	25000	8700	B9.75/20	DB9.75/20	Wau SRL	6-4½x5½	BL 534	U 4 No	Tim 65720H	WF	R	Opt	Opt	12x3¼x⅛	B
67	.....335RWB	7½	5450	205	224	26000	9360	B9.75/24	DB9.75/24	Wau SRL	6-4½x5½	BL 534	U 4 No	Tim 65720W	WF	R	Opt	Opt	14x3¼x⅛	B
68	.....75RH	7½	6350	210	231	30000	10500	B10.50/20	DB10.50/20	Wau RB	6-5x5¾	BL 734	U 4 No	Tim 66720H	WF	R	Opt	Opt	14x3¼x⅛	T
69	.....55RH	7½	5350	203	224	30000	10000	B10.50/20	DB10.50/20	Wau SRK	6-4½x5¾	BL 724	U 4 No	Tim 66720H	WF	R	Opt	Opt	14x3¼x⅛	T
70	.....55RWB	7½	5750	205	224	30000	10050	B10.50/20	DB10.50/20	Wau SRK	6-4½x5½	BL 724	U 4 No	Tim 66720W	WF	R	Opt	Opt	14x3¼x⅛	T
71	.....50D	7½-10	5975	159	173	36000	11000	P40x8	DP40x8	Wau SRL	6-4½x5½	BL 724	U 4 No	Tim 68702D	WF	R	Opt	Opt	14x3¼x⅛	T
72	.....100RW	10	7350	210	231	36000	11500	B10.50/24	DB10.50/24	Wau RB	6-5x5¾	BL 734	U 4 No	Tim 68720W	WF	R	Opt	Opt	14x3¼x⅛	T
73	.....75RWB	10	6750	211	231	30000	11300	B10.50/20	DB10.50/20	Wau RB	6-5x5¾	BL 734	U 4 No	Tim 66720W	WF	R	Opt	Opt	14x3¼x⅛	T
74	White (12).....60K	1¼-1½	1850	112	112	.....	3905	B7.00/20	B7.00/20	Own 2A	6-3½x4½	Own 3BC	U 3 No	Own 4C	S½	H	5.87	22.2	5x3x⅛	C
75	701	1¼-1½	1185	132	156	.....	3970	B7.00/20	B7.00/20	Own 8A	6-3⅛x4½	Own 18BA	U 4 No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅛	C
76	.....701A	1½	1110	132	156	.....	4000	B7.50/20	B7.50/20	Own 8A	6-3⅛x4½	Own 183A	U 4 No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅛	C
77	161	1¼-1½	1700	138	157	.....	4426	B7.50 20	B7.50/20	Own GRCB	4-4x5¼	Own 8B	U 4 No	Own 4C	S½	H	4.73	19.5	6x2¾x⅛	C
78	702	1½-2	1295	132	156	.....	4225	B7.00 20	DB7.00/20	Own 8A	6-3⅛x4½	Own 18BA	U 4 No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅛	C
79	.....702A	2	1222	132	156	.....	4275	B7.50/20	DB7.50/20	Own 8A	6-3⅛x4½	Own 18BA	U 4 No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅛	C
80	162	1½-2	1900	138	157	.....	4710	B7.00/20	DB7.00/20	Own GRCB	4-4x5¼	Own 8B	U 4 No	Own 4CB	S½	H	4.73	19.5	6x2¾x⅛	C
81	611	2-2½	2450	148	196	.....	4960	B7.00/20	DB7.00/20	Own 4AB	6-3¾x4½	Own 5B	U 4 No	Own 7C	S½	H	5.67	23.4	6¾x3⅛x1¼	C
82	211	2-2½	2300	148	198	.....	5170	B7.00/20	DB7.00/20	Own GRCB	4-4x5¾	Own 8B	U 4 No	Own 7C	S½	H	5.67	23.4	6¾x3⅛x1¼	C
83	612	2½-3	2800	148	196	.....	5295	B7.50/20	DB7.50/20	Own 4AB	6-3¾x4½	Own 5B	U 4 No	Own 7CB	S½	H	5.67	23.4	6¾x3⅛x1¼	C
84	212	2½-3	2650	148	198	.....	5500	B7.50/20	DB7.50/20	Own GRCB	4-4x5¾	Own 8B	U 4 No	Own 7CB	S½	H	5.67	23.4	6¾x3⅛x1¼	C
85	620	2½-3	4350	157	195	.....	7430	B8.25/20	DB8.25/20	Own 7A	6-4⅛x5¼	Own 4B	U 4 No	Own 14C	SF	R	6.38	41.8	7¼x2¼x⅛	C
86	.....612K	2½-3	2950	140	180	.....	5445	B7.50/20	DB7.50/20	Own 4AB	6-3¾x4½	Own 5B	U 4 No	Own 7CB	S½	H	5.67	23.4	6¾x3⅛x1¼	C
87	.....51A	2½-4	3750	170	190	.....	6438	S36x5*	S36x8*	Own GRB	4-4½x5¾	OwnGRBA	U 4 No	Own 51A	S½	R	7.14	35.6	8x3x⅛	C
88	618	3-4	3600	166	206	.....	6675	B9.00/20	DB9.00/20	Own 4AB	6-3¾x4	Own 11BA	U 5 No	Own 14CB	2F	R	8.15	61.8	8x3¾x¼	C
89	621	3-4	4650	157	195	.....	7945	B9.00/20	DB9.00/20	Own 7A	6-4⅛x5¼	Own 4B	U 4 No	Own 10C	SF	R	6.33	41.4	7¼x2¼x⅛	C
90	.....618K	3-4	3750	158	198	.....	6820	B9.00/20	DB9.00/20	Own 4AB	6-3¾x4½	Own 11BA	U 5 No	Own 14CB	2F	R	8.15	61.8	8x3¾x¼	C
91	.....620K	3-4	4675	168	215	.....	7825	B9.00/20	DB9.00/20	Own 7A	6-4⅛x5¼	Own 4B	U 4 No	Own 14CB	SF	R	7.32	47.9	8x3x⅛	C
92	630	3-4½	5000	168	215	.....	8500	B9.00/20	DB9.00/20	Own 7A	6-4⅛x5¼	Own 4B	U 4 No	Own 10C	SF	R	6.33	41.4	8x3x⅛	C
93	.....630K	3-4½	5200	168	214	.....	9290	B9.00/20	DB9.00/20	Own 7A	6-4⅛x5¼	Own 4B	U 4 No	Own 10C	SF	R	63 .3	41.4	8x3x⅛	C
94	640	3-4½	6100	180	214	.....	9510	B9.00/20	DB9.00/20	Own 5A	6-4½x5¾	Own 10B	U 5 No	Own 10C	SF	R	5.18	33.2	8½x3⅛x1¼	C
95	.....640K	3-4½	6300	180	214	.....	10200	B9.00/20	DB9.00/20	Own 5A	6-4½x5¾	Own 10B	U 5 No	Own 10C	SF	R	5.18	32.2	8½x3⅛x1¼	C
96	58	3-5	4400	180	195	.....	7797	S36x5*	DS36x5*	Own GRB	4-4½x5¾	Own 4B	U 4 No	Own 2C	2F	R	7.6	49.7	8½x3⅛x1¼	C
97	.....58-8S	7½	5300	196	196	.....	9300	B10.50/24	DB10.50/24	Own GRB	4-4¼x5¾	Own 4B	U 4 No	Or n 6C	2F	R	11.8	77.5	10½x3½x⅝	C
98	55	5	4650	174	215	.....	8737	S36x5*	DS40x5	Own GRB	4-4¼x5¾	OwnGRBA	U 4 No	Own 55	2F	R	10.1	66.1	8x18.4 lb.	I
99	631	3½-6	5750	168	215	.....	9000	B9.75/20	DB9.75/20	Own 7A	6-4⅛x5¼	Own 4B	U 4 No	Own 2C	2F	R	8.70	56.9	8x3x⅛	C
100	.....631K	3½-6	5950	168	215	.....	9250	B9.75/20	DB9.75/20	Own 7A	6-4⅛x5¼	Own 4B	U 4 No	Own 2C	2F	R	8.70	56.9	8x3x⅛	C
101	.....631X	7½	6100	215	215	.....	10000	B10.50/20	DB10.50/20	Own 7A	6-4⅛x5¼	Own 4B	U 4 No	Own 2C	2F	R	10.15	66.4	8½x3⅛x1¼	C
102	641	3½-6	6450	180	214	.....	10010	B9.75/20	DB9.75/20	Own 5A	6-4½x5¾	Own 10B	U 5 No	Own 2C	2F	R	7.16	44.5	8½x3⅛x1¼	C
103	.....641K	3½-6	6650	180	214	.....	10260	B9.75/20	DB9.75/20	Own 5A	6-4½x5¾	Own 10B	U 5 No	Own 2C	2F	R	7.16	44.5	8½x3⅛x1¼	C
104	642	4-7½	6750	180	214	.....	10910	B9.75/24	DB9.75/24	Own 5A	6-4½x5¾	Own 10B	U 5 No	Own 13C	2F	R	10.2	63.4	8½x3⅛x1¼	C
105	52	5-7½	5100	174	215	.....	9409	S36x6*	S40x12	Own GRB	4-4¼x5¾	OwnGRBA	U 4 No	Own 52	2F	R	11.7	58.4	8x18.4 lb.	I
106	643	5-9	6950	180	214	.....	11210	B10.50/24	DB10.50/24	Own 5A	6-4½x5¾	Own 10B	U 5 No	Own 13C	2F	R	10.2	63.4	8½x3⅛x1¼	C
107	691	7-9	7250	129	129	.....	12200	B10.50/24	DB10.50/24	Own 5A	6-4½x5¾	Own 10BB	U 5 No	Own 13CB	2F	R	10.2	63.4	8½x3⅝x⅝	C
108	.....632X	10	6600	215	.....	11000	.....	B10.50/24	DB10.50/24	Own 7A	6-4⅛x5¼	Own 4B	U 4 No	Own 13C	2F	R	11.8	77.5	8½x3⅛x⅝	C
109	Willys.....77	.....	325	100	100	.....	1584	B5.00/17	B5.00/17	Own 77	4-3½x4½	Own 77	U 3 No	Own 77	8½	H	4.3	12.5	3¾x1¼x⅜	T
	Four-Wheel-Drive																			
110	Coleman.....E52	2½	3800	120	144	12800	7200	B9.00/24	B9.00/24	Bud K393	6-4⅛x4¼	Fu RU 16	U 4 A 2	Wis CR15	2F	H	Opt	Opt	10x2½x⅞	B
111	.....E53	3½	5300	130	180	18900	8000	B9.75/24	B9.75/24	Bud K428	6-4½x4¾	Fu MRU16	U 4 A 2	Wis CR26	2F	H	Opt	Opt	12x2½x⅝	B
112	.....E54	4-5	5600	130	180	20400	8890	B10.50/24	B10.50/24	Bud L468	6-4¼x5½	Fu MRU16	U 4 A 2	Wis CR30	2F	H	Opt	Opt	12x2½x1½	B
113	.....E55	5	6150	130	180	23000	9600	B11.25/24	B11.25/24	Bud L525	6-4½x5½	Fu MRU16	U 4 A 2	Wis CR30	2F	H	Opt	Opt	12x2½x1½	B
114	.....E55S	5-6	7200	144	180	24500	10600	B11.25/24	B11.25/24	Bud L525	6-4½x5½	Fu MHU16	U 4 A 2	Wis CR122	2F	H	Opt	Opt	12x2⅝x1½	B
115	.....E56	6-7½	7800	144	180	29800	11600	B10.50/24	DB10.50/24	Bud GF6	6-4¾x6	Fu MHU	U 4 A 2	Wis CR122	2F	H	Opt	Opt	12x2⅝x1¼	B
116	.....E57	7½-10	9700	144	180	32000	12400	B11.25/24	DB11.25/24	Ste LT6	6-5¼x6	BL 714	U 4 A 2	Wis CR122	2F	H	Opt	Opt	16x3x1¼	
117	Corbitt (3)...10FB6	1½-2	2300	Op	Op	.....	4420	B6.50/20	DB6.50/20	Con 25A	6-3½x4	BL 214	U 4 A 2	Tim 53200H	SF	H	6.20	Opt	8½x3x⅛	T
118	Cont.....9FB6	2-2½	3200	Op	Op	.....	5060	B7.00/20	DB7.00/20	Con 20C	6-3½x4½	BL 224	U 4 A 2	Tim 54200H	SF	H	6.80	Opt	8½x3x⅛	T

†—Denotes new model or change in specifications.

Line Number	Engine Details: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Syst.: Fuel Feed	Electrical: Ignition System Make	Electrical: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Front Axle: Make and Model	Steering Gear Make	Brakes, Service: Make, Location Type Operation	Brakes, Service: Lining Area	Brakes, Service: Drum Material	Brakes: Hand Location, Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type
1	268	4.9	175	27.3	75-2800	L	C	A	7-2⅝	12	CC	No	Str	M	DR	DR	P.Ow	Ow	Cle	Own	Ros	L4IH	289	a	2I	105	60	34	40x2¼	52x2½	½
2	268	4.9	175	27.3	75-2800	L	C	A	7-2⅝	12	CC	No	Str	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IH	289	a	21	116	60	34	40x2½	52x2½	½
3	309	4.9	200	31.5	85-2800	L	C	A	7-2⅝	12	CC	No	Str	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IH	344	a	FD	124	68	34	44x3	54x3	½
4	358	4.9	230	36.4	110-2800	L	C	A	9-2⅝	12½	CC	Mo	Sch	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IHV	390	a	FD	143	83	34	44x3	56x3½	½
5	248	5.1	150	27.3	76-2800	L	C	A	7-2⅜	10 5/32	FP	No	Zen	M	DR	DR	D.BB	Yo	Spi	Tim	Ros	L4IH	380	G	TX	129½	Opt	31½	40x2½	50x3	½
6	248	5.1	150	27.3	76-2800	L	C	A	7-2⅜	10 5/32	FP	No	Zen	M	DR	DR	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
7	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
8	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	578	G	TX	106	Opt	31½	40x2½	50x3	½
9	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	50x3	½
10	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	50x3	½
11	360	4.7	238	40.3	80-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TD	106	Opt	31½	40x2½	50x3	½
12	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TD	106	Opt	31½	40x2½	50x3	½
13	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	G	TD	106	Opt	31½	40x2½	50x3	½
14	529	4.9	355	51.2	115-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Own	Ws4IA	847	G	TD	118	Opt	31½	42x3	60x3½	½
15	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92 3/16	Opt	31½	40x2½	50x3	½
16	478	4.4	318	51.2	103-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92 3/16	Opt	31½	40x2½	50x3	½
17	529	4.4	355	51.2	115-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92 3/16	Opt	31½	40x2½	50x3	½
18	214	5.0	137	28.0	72-3300	L	C	A	4-2⅜	6⅝	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30000H	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2½	N
19	214	5.0	137	28.0	72-3300	L	C	A	4-2⅜	6⅝	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30000H	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2½	½
20	255	5.0	175	28.0	68-2600	L	G	C	4-2⅜	7⅝	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 31000H	Ros	L4IH	282	P	TX	96	57	34	38x2¼	50x2½	½
21	358	4.4	230	38.4	80-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 31000H	Ros	L4IHV	330	a	CX	144	91	34	42x2½	54x3	½
22	358	4.4	230	38.4	80-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	L4IHV	396	a	CX	144	91	34	42x2½	54x3	½
23	358	4.4	230	38.4	80-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	L4IHV	392	a	CX	144	91	34	42x2½	54x3	½
24	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	O2IMV	466	s	JX	144	91	34	42x2½	54x3	½
25	381	4.4	240	40 8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	L4IHV	397	a	CX	144	91	34	42x2½	54x3	½
26	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000H	Ros	L4IHV	664	a	CX	172	108	34	48x3	54x3	½
27	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000H	Ros	O2IMV	576	a	JX	172	108	34	48x3	54x3	½
28	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000H	Ros	L4IHV	664	a	CX	172	108	34	48x3	54x3	½
29	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	O2IMV	576	a	JX	172	108	34	48x3	54x3	½
30	462	4.5	300	45.9	125-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450TN	Ros	Ws4IA	690	a	CX	172	108	34	48x3	60x4	½
31	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O2IMV	500	s	JX	172	108	34	48x3	54x3	½
32	489	4.5	295	43.4	125-2400	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
33	549	4.5	330	48.6	99-2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
34	549	4.5	330	48.6	99-2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27050TW	Ros	Ws4IA	690	a	CX	163	107	34	48x3	60x4	½
35	677	4.4	440	60.0	125-2000	L	G	A	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
36	672	17.	420	57.0	125-1800	H	G	C	7-3¼	16½	CC	En	No	M	CI	LN	P.BL	Mo	Spi	Tim 27450TW	Ros	Ws4IA	718	a	CX	163	107	34	48x3	60x4	½
37	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	180	a	4X	81	41¾	32⅛	38½x2¼	50x2½	N
38	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	180	a	4X	92	51⅜	32⅛	38½x2¼	50x2½	N
39	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Cla	Ros	L4IH	300	a	TX	92	51⅜	32⅛	38½x2¼	50x2½	N
40	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	226	a	4X	92	51⅜	32⅛	38½x2¼	50x2½	N
41	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	317	a	4X	92	51⅜	32⅛	38x2½	50x2½	N
42	242	5.	162	27.3	65-2800	L	G	C	4-2⅜	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	317	a	4X	103¼	62⅝	32⅛	38½x2¼	50x2½	½
43	242	5.	162	27.3	65-2800	L	G	C	4-2⅜	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	349	a	4X	104⅝	58⅝	32⅛	38½x2¼	50x3	½
44	299	5.0	193	33.8	85-2750	L	G	C	4-2⅝	9 3/16	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IM	524	a	TX	104⅝	58⅝	32⅛	38x2¼	50x3	½
45	299	5.0	193	33.8	85-2750	L	G	C	4-2⅝	9 3/16	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IM	594	a	TX	127⅞	79 3/16	32⅛	38x2¼	50x3	½
46	322	4.6	224	36.2	90-2750	L	G	C	4-2¾	10	FP	Mo	Str	P	DR	DR	P. Fu	Fe	Spi	Tim	Ros	B4IM	594	a	TX	129¾	79 11/16	32¼	40x3	56x3	½
47	354	5.2	225	36.5	90-2750	L	G	C	4-2⅜	10	FP	Mo	Str	P	DR	DR	P. Fu	Fe	Spi	Cla	Ros	B4IM	670	a	TX	126¾	79 11/16	32¼	40x3	50x3	½
48	420	5.2	300	'4.4	130-2800	L	G	C	5-2¾	12¾	FP	No	Str	P	DR	DR	P. BL	Fe	Spi	Cla	Ros	B4IMV	594	a	TX	128⅛	75 7/16	32¼	40x3	56x3	½
49	354	4.6	224	36.2	90-2750	L	G	C	4-2¾	10	FP	Mo	Str	P	DR	DR	D. Fu	Fe	Spi	Eat	Ros	B4IM	670	a	TX	126¾	76¼	32¼	40x3	56x3	½
50	462	4.6	300	45.9	100-2000	L	G	C	7-3	12⅞	FP	Mo	Str	P	DR	DR	P. BL	Fe	Spi	Eat	Ros	B4IMV	670	a	TX	128⅛	75⅝	32¼	40x3	56x3	½
51	420	5.2	300	44.4	130-2800	L	G	C	5-2¾	12¾	FP	No	Str	P	DR	DR	P. BL	Fe	Spi	Eat	Ros	B4IMV	670	a	TX	128⅛	75⅝	32¼	40x3	56x3	½
52	516	4.5	330	51.2	110-2000	L	G	C	7-3	12⅞	FP	Wa	Str	P	DR	DR	P. BL	Mo	Spi	Eat	Ros	B4IMV	708	a	TX	128 3/16	73 7/16	34	40x3	56x4	½
53	516	4.5	330	51.2	110-2000	L	G	C	7-3	12⅞	FP	Wa	Str	P	DR	DR	P. BL	Mo	Spi	Eat	Ros	Ws4IA	902	a	TX	128 3/16	73 7/16	34	40x3	56x4	½
54	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 3/16	CC	No	Str	M	DR	DR	P. Lo	Mc	MM	Cla F212	Ros	B4IM	231	a	4I	83¼	48⅛	33 11/16	36x1¾	45x2½	O
55	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 3/16	CC	Ha	Str	M	DR	DR	P.Lo	Mc	MM	Cla F212	Ros	B4IMV	231	a	4I	83¼	48⅛	33 11/16	36x1¾	45x2½	½
56	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 3/16	CC	Ha	Str	M	DR	DR	dp. Lo	Mc	MM	Tim 31010	Ros	B4IMV	284	D	4I	97¼	60	34	39x2	56x3	½
57	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 3/16	CC	Ha	Str	M	DR	DR	dp. Lo	Mc	MM	Tim 31020	Ros	B4IMV	420	a	4I	97 1/16	60	34 1/16	39x2½	56x3	½
58	358	5.1	254	38.4	110-2800	F	G	A	7-2⅞	11 7/32	FP	Wa	Str	M	DR	DR	P.Li	Mc	MM	Tim 31020	Ros	B4IMV	420	D	4I	97 7/16	60	34 1/16	39x2½	56x3	½
59	358	6.2	228	38.4	80-2400	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	282	a	TD	144	90⅜	33	41x2¼	52x3	½
60	358	6.2	228	38.4	80-2400	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	330	a	TD	144	90⅜	33	41x2½	52x3	½
61	381	6.5	242	40.8	85-2500	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	391	a	TD	144	90⅜	33	41x2½	52x3	½
62	381	6.5	242	40.8	85-2500	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	391	a	TD	168	105 1/16	33	41x2½	52x3	½
63	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	391	a	TD	168	105 1/16	33	41x2½	52x3	½
64	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	391	a	TD	168	105 1/16	33	41x2½	52x3	½
65	381	6.5	242	40.8	85-2500	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	460	a	TD	168	105 1/16	33	41x2½	52x3	½
66	462	4.6	300	45.9	102-2200	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	460	a	TD	168	105 1/16	33	41x2½	52x3½	½
67	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim35100TW	Ros	Ws4IA	617	a	TD	207	115¾	33	42x3	56x3½	½
68	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spi	Tim27452H	Ros	L4IHV	560	a	TD	192	117½	33	42x3	56x3½	½
69	517	4.6	335	51.3	110-2300	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	560	a	TD	192	117½	33	40x3	56x3½	½
70	517	4.6	335	51.3	110-2300	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spi	Tim35100TW	Ros	Ws4IA	617	a	TD	207	115¾	33	40x3	56x3½	½
71	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 16302	Ros	T2IMV	470	a	TD	124	88	37	44x3	56x3½	½
72	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spi	Tim27452TW	Ros	Ws4IA	746	a	TD	192	117½	33	42x3	56x4	½
73	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim27452TW	Ros	Ws4IA	617	a	TD	207	115¾	33	42x3	56x3½	½
74	260	4.8	150	29.4	54-1800	L	C	S	7-2⅝	10 11/16	FP	No	Zen	V	DR	LN	P.Ow	Ow	Spi	Own 4D	Ha	L4IH	276	a	TX	.....	.....	34½	39x2¼	50x2½	N
75	240	4.6	150	26.3	*68-2400	L	G	C	4-2½	8 11/16	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
76	240	4.6	150	26.3	*68-2400	L	G	C	4-2½	8 11/16	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
77	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34⅝	39x2½	50x2½	N
78	240	4.6	150	26.3	*68-2400	L	G	C	4-2½	8 11/16	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
79	240	4.6	150	26.3	*68-2400	L	G	C	4-2½	8 11/16	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
80	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34⅝	39x2½	50x2½	N
81	299	5.5	202	33.7	77-2400	L	C	C	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	115 3/16	68 3/16	34⅝	41x2½	54x3	N
82	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	115 3/16	68 3/16	34⅝	41x2½	54x3	N
83	299	5.5	202	33.7	77-2400	L	C	C	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IHV	343	a	CX	115 3/16	68 3/16	34⅝	41x2½	54x3	N
84	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IHV	343	a	TX	115¾	68 3/16	34⅝	41x2½	54x3	N
85	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO4IHV	414	a	CI	107½	67½	34	41x2½	54x3	N
86	299	5.5	202	33.7	77-2400	L	C	C	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	123¾	76¾	34	39x2½	54x3	N
87	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	El	ns	P.Ow	Ow	Spi	Own 51A	Own	O2IM	335	a	CX	146	84¾	34	40½x2½	54⅜x3	N
88	299	5.5	202	33.7	77-2400	L	C	S	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 11DC	Ros	LO4IHV	414	a	2I	140 11/16	84 11/16	34	41x2½	54x3	N
89	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO4IHV	484	a	CI	107½	67½	34	41x2½	54x3½	N
90	299	5.5	202	33.7	77-2400	L	C	S	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 11DC	Ros	LO4IHV	414	a	2I	150⅜	74¾	34	41x2½	54x3	N
91	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IHV	483	a	CI	160	100	34 1/16	42x3	54x3	½
92	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	O4IHV	553	a	CI	144⅞	84⅞	34 1/16	42x3	56x3½	½
93	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IHV	591	a	CI	160	100	34 1/16	42x3	56x3½	½
94	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/32	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 6D	Ros	O4IA	553	a	CI	156¾	91¾	34 1/16	42x3	56x3½	½
95	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/32	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	591	a	CI	172	107	34 1/16	42x3	56x3½	½
96	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	El	ns	P.Ow	Ow	Spi	Own 2D	Own	OPXM	224	a	2I	148½	93½	34⅛	40½x3	56x3½	½
97	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	OPXM	224	a	2I	176	120	38½	42x3	57x5	N
98	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	El	ns	P.Ow	Ow	Spi	Own 55	Own	OPXM	224	a	2I	167⅝	107⅛	42½	44x3	51⅞x5	N
99	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	CI	144⅞	84⅞	34 1/16	42x3	56x3½	½
100	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	CI	160	100	34 1/16	42x3	56x3½	½
101	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P. Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	2I	215	131½	34 1/16	42x3	56x3½	½
102	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/32	FP	Ow	Zen	E	LN	LN	P. Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	CI	156¾	91¾	34 1/16	42x3	56x3½	½
103	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/32	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	CI	172	107	34 1/16	42x3	56x3½	½
104	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/32	FP	Ow	Zen	E	LN	LN	P. Ow	Ow	Spi	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34 1/16	42x3	51⅞x5	N
105	326	4.3	207	28.9	54-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	El	ns	P. Ow	Ow	Spi	Own 52	Own	OPXM	224	a	2I	167⅝	107⅛	42½	44x3	51⅞x5	N
106	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/32	FP	Ow	Zen	E	LN	LN	P. Ow	Ow	Spi	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34 1/16	42x3	51⅞x5	N
107	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/32	FP	Ow	Zen	M	DR	LN	P.Ow	Ow	Spi	Own 5D	Ros	O4IA	623	a	TD	100	65	36	44x3	55⅝x5	N
108	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O41A	623	A	CI	160	100	34 1/16	42x3	51⅞x5	N
109	134	5.1	100	15.6	48-3200	L	C	C	3-2 3/16	5 3/16	CC	No	Til	M	AL	AL	P.Ow	Fe	.....	Own 7"	....	B4IM	134	P	4I	.....	.....	.....	30x1¾	46x1¾	N
110	393	4.9	260	42.0	103-2600	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF15	Ros	W2/4IM	476	p	TD	108	78	30	48x3	48x3	C
111	428	4.7	280	45.9	107-2600	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF25	Ros	W2/4IM	476	p	TD	144	89	30	48x3	48x3	C
112	468	4.8	295	43.4	108-2200	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF30	Ros	W2/4IM	476	p	TD	144	89	30	48x3	48x3	C
113	525	4.9	336	48.2	114-2200	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF30	Ros	W2/4IM	476	p	TD	144	89	30	48x3	48x3	C
114	525	4.9	336	48.2	114-2200	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF122	Ros	W2/4IM	530	G	TD	168	105	30	48x3½	52x3½	C
115	638	4.3	410	54.1	126-1850	L	G	C	4-3	[illegible] 7/16	FP	Bu	Str	P	DR	DR	D.Fu	Pe	Spi	Wis CF122	Ros	W2/4IM	530	G	TD	168	105	30	48x3½	52x3½	C
116	779	4.3	475	66.1	170-1800	L	G	A	7-3	13½	FP	St	Zen	P	NE	NE	dp.BL	Pe	Spi	Wis CF122	Ros	O2/4IA	530	G	TD	Opt	105	30	48x3½	52x3½	C
117	214	4.9	142	27.3	72-3200	L	C	A	4-2⅜	6⅜	FP	Opt	Zen	M	DR	DR	P.BL	Pe	Spi	Wis F30B-1	Ros	L4IH	327	a	TX	Opt	Opt	34	40x2½	50x2½	½
118	248	5.0	160	27.3	78-3200	L	C	A	7-2⅜	10 5/32	FP	Opt	Zen	M	DR	DR	P.BL	Pe	Spi	Wis F54B	Ros	L4IH	327	a	TX	Opt	Opt	34	40x2½	54x3	½

Line Number	Make and Model	Wheels Driven—6-Wheelers	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	TIRE SIZE Rear	MAJOR UNITS ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
1	Corbitt 12FB6		2½–3½	4000	Op	Op		5630	B7.50/20	DB7.50/20	Con E602	6–4⅛x4½	FuL 5A38	U 5	A 2	Tim 56200H	8F	H	7.40	Opt	9x3x¼	T
2	concluded 12FD6		2½–3½	4300	Op	Op		5730	B7.50/20	DB7 50/20	Con E602	6–4⅛x4½	FuL 5A38	U 5	A 2	Wis 4916L	2F	H	7.36	Opt	9x3x¼	T
3	15FD6		3–4	5700	Op	Op		8100	B8.25/20	DB8.25/20	Con 21R	6–4⅜x4¾	FuL 5A53	U 5	A 2	Wis 70000L	2F	H	8.00	Opt	9x3½x¼	T
4	18FD6		3½–5	6300	Op	Op		9200	B9.00/20	DB9.00/20	Con 22R	6–4½x5¼	FuL 5A53	U 5	A 2	Wis 1237H	2F	H	8.00	Opt	9x3x¼	T
5	FDW H4		1½–2	3325	120	160	11000	5300	P34x7	P34x7	Wis 8U	4–4x5	Cot A	A 4	Op	Own H	BF	H	7.86	38.0	5⅛x2¼x⅛	C
6	H6		2–2½	3385	133	180	13000	5900	P9.00/20	P9.00/20	Wau MS	6–3¾x4¾	BL 51	U 4	No	Own H	BF	H	8.92	47.7	5⅛x2¼x⅛	C
7	HH-6		2½–3	4135	138	170	16000	6900	P9.75/20	P9.75/20	Wau MK	6–4⅛x4¾	BL 55	A 7	R 2	Own U	BF	H	6.95	84.7	5⅛x2¼x⅛	C
8	B 3			4200	124	156	15500	6460	S36x6	S36x6	Own A	4–4¾x5½	Cot DAF	A 3	Op	Own B	BF	H	8.9	35.6	5⅛x2¼x⅛	C
9	CU-6		3½–4	4985	147	179	19500	8000	B10.50/20	B10.50/20	Wau SRS	6–4½x5½	Own U	A 5	Op	Own U	BF	H	7.35	73.	7x3x⅜	C
10	CU6A		3½–4	4685	147	179	19000	7800	B10.50/20	B10.50/20	Wau SRS	6–4½x5½	BL 615	U 5	Op	Own U	BF	H	6.72	55.2	7x3x⅜	C
11	SSU		4–5	5135	147	179	22000	8300	B11.25/20	B11.25/20	Wau SRL	6–4⅝x5½	Own U	A 5	Op	Own U	BF	H	7.35	73.	7x3x⅜	C
12	SSU A		4–5	4835	147	179	21500	8100	B11.25/20	B11.25/20	Wau SRL	6–4⅝x5½	BL 706	U 5	Op	Own M	BF	H	7.35	73.	7x3x⅜	C
13	M5		5–7½	7400	165	195	29500	11200	B12.75/20	B12.75/20	Wau SRK	6–4⅝x5½	BL 714	U 4	A 2	Wis 131W	2F	H	10.0	207.	8x3x⅜	C
14	MF6		5–6	5785	147	179	24500	9100	B10.50/20	DB10.50/20	Wau SRK	6–4⅝x5½	Own U	A 5	Op	Own M	BF	H	7.35	73.0	8x3x⅜	C
15	(Fr't.-Wh.-Dr.) LBU		5–6	4800	171	Op	23500	9000	B9.00/20	DB9.00/20	Wau SRS	6–4½x5½	BL 55	U 4	Op	Own U	D	H	7.35	39.5	7x3x⅜	C
16	M7		7½–10	8500	165	195	37000	12400	P40x10	DP40x10	Wau RB	6–5x5¾	BL 714	U 4	A 2	Wis 1237	2F	H	8.36	173.	10x3x⅜	C
17	(T)60-T		20–25	6300	134	Op	60000	10000	B10.50/20	DB10.50/20	Wau 125	6–4⅝x5½	Own U	A 5	Op	Own M	BF	H	7.35	73	7x3x⅜	C
18	(T)72-T		25–30	7000	120	Op	72000	10450	B9.75/20	DB9.75/20	Wau 125	6–4⅝x5½	BL 724	U 4	No	Wis 1237	2F	H	6.7	47.4	8x3x¼	C
19	Indiana 12X4		1½	2650	141	...	10000	4350	B6.50/20	DB6.50/20	Her JXC	6–3¾x4¼	BL	U 4	A 2	Tim 53200H	8F	H	5.14	54.0	7⅛x2½x⅓	C
20	14X4		2½	3950	141	...	14000	5900	B7.50/20	DB7.50/20	Her WXB	6–3¾x4½	BL	U 4	U 2	Wis	8F	H	5.40	50.0	7⅛x2½x⅓	C
21	16X4		3	4850	156	...	16000	7500	B8.25/20	DB8.25/20	Her WXC2	6–4½x4½	BL	U 4	U 2	Wis	2F	H	6.06	89.0	8x3x¼	C
22	18X4		3½	5850	160	...	21000	9000	B9.00/20	DB9.00/20	Her YXC	6–4⅝x4¾	BL	U 4	A 2	Wis	2F	H	7.83	110.	8⅛x3x⅛	C
23	18x4A		3½	5400	160	224	21000	8700	B9. 00/20	D9. 00/20	Her YXC3	6–4⅝x4¾	BL	U 4	A 2	Tim	8F	H	6.14	38.6	8⅛x3x¼	C
24	20X4		4½	7200	188	...	24000	10660	B9.75/20	DB9.75/20	Her HXB	6–5x6	BL	U 4	A 2	Wis	2F	H	8.00	128.	9x3x¼	C
25	22X4		5	10000	200	...	31000	14000	B10.50/20	DB10.50/20	Her HXC	6–5¼x6	BL	U 4	A 2	Wis	2F	H	9.11	86.0	8¼x3⅛x⅝	C
26	Mar.-Herr A10		1½–2	2350	135	155		4650	B6.50/20	DB6.50/20	Her JXA	6–3¾x4¼	WG T9	U 4	A 2	Own-Tim	BF	H	6.60	82.3	7⅛x2½x⅓	C
† 27	A20		2½–3	3250	135	155		5150	B7.50/20	DB7.50/20	Her JXC	6–3¾x4¼	Cla R111	U 5	A 2	Own-Tim	BF	H	5.83	99.9	7⅛x2½x⅓	C
28	A30		3½–4	4300	155	167		7000	B8.25/20	DB8.25/20	Her WXC	6–4x4½	Fu 5-A-380	U 5	A 2	Own-Tim	BF	H	6.17	105.	9⅞x3x⅓	C
29	A40		4–4½	4800	155	167		7500	B9.00/20	DB9.00/20	Her WXC3	6–4¼x4½	Fu 5-A 380	U 5	A 2	Own-Tim	BF	H	7.80	133.	9⅞x3x⅓	C
† 30	A50		4–4½	5700	155	175		8150	B9.00/20	DB9.00/20	Her WXC3	6–4¼x4½	Fu 5-A-380	U 5	A 2	Own-Wis	2F	H	8.0	136.	6x3x¼	C
31	TH300		4½	6150	163	193		8985	B9.75/20	DB9.75/20	Her YXC	6–4⅝x4¾	Fu 5-A-380	U 5	A 2	Own-Wis	2F	H	8.0	143.	8¼x3x⅛	P
32	TH310		5–5½	7150	163	193		9620	B9.75/20	DB9.75/20	Her YXC3	6–4⅝x4¾	Fu 5-A-530	U 5	A 2	Own-Wis	2F	H	8.0	153.	8¼x3x⅛	P
33	TH310A		6	8050	163	193		10120	B9.75/22	DB9.75/22	Her RXC	6–4⅝x5¼	Fu 5-A-530	U 5	A 2	Own-Wis	2F	H	8.05	146.	8¼x3x⅛	P
34	(13) TH315		7	9350	180	216		10950	B10.50/20	DB10.50/20	Her HXB	6–5x6	BL 724	U 4	A 3	Own-Wis	2F	H	8.05	146.	8¼x3x⅛	P
35	(13) TH320		8–9	11500	198	228		14200	B10.50/24	DB10.50/24	Her HXC	6–5¼x6	BL 724	U 4	A 3	Own-Wis	2F	H	8.05	166.	10x3x⅜	P
36	Oshkosh JB		1½–2	2085	146	170	10550	4975	B7.00/20	DB7.00/20	Her JXB	6–3⅝x4¼	WG T9	U 4	A 2	Own JB	F	H	5.14	63.7	6x3½x¼	F
37	JC		2	2185	146	170	10565	4990	B7.00/20	DB7.00/20	Her JXC	6–3¾x4¼	Fu MLU	U 4	A 2	Own JC	F	H	5.14	51.4	6x3½x¼	F
38	LB		2–2½	4375	146	165	13900	6700	B9.00/20	B9.00/20	Her JXC	6–3¾x4¼	BL 51-4	U 4	No	Own LB	2F	H	7.3	39.0	7x3x¼	T
39	LC		2½–3	4575	146	165	15150	6950	B9.00/20	B9.00/20	Her WXC	6–4x4½	Fu 5-A-380	U 5	No	Own LC	2F	H	7.3	53.1	7x3x¼	T
40	B3S		3½–4	4960	146	165	19475	8175	B10.50/20	B10.50/20	Her WXC3	6–4¼x4½	Fu 5-A-380	U 5	A 2	Own B3S	8F	H	6.10	86.2	7⅞x3x½	L
41	B3D		3½–4	5390	146	165	19700	8400	B10.50/20	B10.50/20	Her WXB3	6–4¼x4½	Fu 5-A-380	U 5	A 2	Own B3D	2F	H	7.00	98.0	7x3x½	L
42	C3S		4–5	5150	148	165	21850	8350	B11.25/20	B11.25/20	Her YXC2	6–4½x4¾	Fu 5-A-530	U 5	A 2	Own C3S	8F	H	6.10	86.8	7x3x½	L
43	C3D		4–5	5795	146	165	22200	8700	B11.25/20	B11.25/20	Her YXC2	6–4½x4¾	Fu 5-A-530	U 5	A 2	Own C3D	2F	H	6.40	90.2	7x3x½	L
44	FC		5	5990	146	165	22725	9225	B11.25/20	B11.25/20	Her RXB	6–4½x5¼	Fu 5-A-530	U 5	No	Own FC	2F	H	7.60	67.6	7x3x½	L
45	FB		5–6	6350	146	165	25000	9500	B11.25/20	B11.25/20	Her RXC	6–4⅝x5¼	Fu 5-A-530	U 5	A 2	Own FB	2F	H	7.60	106.	7x3x½	L
46	FD		6–7½	7350	146	165	30000	11500	B10.50/20	DB10.50/20	Her RXC	6–4⅝x5¼	Fu 5-A-530	U 5	A 2	Own FD	2F	H	7.20	101.	8x3x½	L
47	BG3		7½–10	8500	165	175	37000	13200	P40x10	DP40x10	Her GXB	6–5x5¾	BL 734	U 4	A 3	Own BG3	2F	H	6.20	101.	10x3¼x½	L
48	GD		10	9800	165	175	38000	14200	B13.50/20	B13.50/20	Her HXD	6–5¼x6	BL 734	U 4	A 3	Own GD	2F	H	6.10	99.3	10x3¼x½	L
49	Walter FN		2½–3½	4600	120	144	16000	6500	B9.75/20	B9.75/20	Own 6MK	6–4½x4¾	Own FN	U 5	No	Own FN	2D	H	7.0	70.0	7x2¾x¼	P
50	FM		3½–5	5500	120	144	20000	7500	B9.00/20	DB9.00/20	Own 6SRL	6–4⅝x5½	Own FM	U 5	No	Own FM	2D	H	6.0	60.0	12x2¾x¼	P
51	FCKD		5–6	6600	124	136	25000	9000	B9.75/24	DB9.75/24	Own SRK	6–4⅝x5½	Own FK	U 5	No	Own FK	2D	H	8.5	85.0	11x3x¼	P
52	FCS		5–7	7200	136	160	27000	9500	B9.75/24	DB9.75/24	Own 6SRK	6–4⅝x5½	Own FK	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	P
53	FBS		5–7	8000	136	160	27000	9500	B10.50/24	DB10.50/24	Own 6RB	6–5x5¾	Own FH	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	P
54	FBRS		7–10	8600	136	160	35000	10500	B11.25/24	DB11.25/24	Own 6RB	6–5x5¾	Own FH	U 5	No	Own FHR	2D	H	8.5	85.0	13x3x¼	P

Six-Wheelers

Line Number	Make and Model	Wheels Driven—6-Wheelers	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	TIRE SIZE Rear	MAJOR UNITS ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
55	B'kway 180SBT	2C	5–7½	4350	212	224	28000	9795	B8.25/20	BD8.25/20	Con 32B	6–4⅛x4½	Fu 5-A-38	U 5	Op	Tim SBT-251	8F	T	6.14	48.5	8¼x3x⅜	B
56	Corbitt 16SFD	6	2–3	5500	Op	Op		5110	B6.50/20	DB6.50/20	Con E602	6–4½x4½	Fu 5-A-38	U 5	A 2	Tim SD75H	2F	R	7.36	Opt	7x3½x¼	T
57	(3) 16SFD8	6	2½–4	5900	Op	Op		7040	B7.50/20	DB7.50/20	Lyc AEF	8–3¾x4¾	Fu 5-A-53	U 5	A 2	Tim SD75W	2F	R	7.36	Opt	8x3½x¼	T
58	20SW6	4R	3–5	5720	Op	Op		9000	B7.50/20	DB7.50/20	Con 20R	6–4¼x4¾	BL 615	U 5	No	Tim SW151TW	w/2F	R	Opt	Opt	8x3½x¼	T
59	28SW6	4R	5–7½	6380	Op	Op		10000	P34x7	DP34x7	Con 21R	6–4⅜x4¾	BL 607	A 7	No	Tim SW251TW	w/2F	R	Opt	Opt	8x3x¼	T
60	28SFD6	6	5–7½	8900	Op	Op		11700	B8.25/20	DB8.25/20	Con 22R	6–4½x5¼	Fu 5A53	U 5	A 2	Tim SD251W	2F	R	8.44	Opt	9x3x⅜	T
61	36SW6	4R	7½–10	8800	Op	Op		11500	P36x8	DP36x8	Con 21R	6–4⅜x4¾	BL 607	A 7	No	TimSW310W	w/2F	R	Opt	Opt	10½x3x⅛	T
62	36SFD6	6	7½–10	12300	Op	Op		14600	B9.00/22	DB9.00/22	Her HXB	6–5x6	BL 734	U 4	A 3	TimSD320W	2F	R	8.15	Opt	10½x3x⅛	T
63	40SW6	4R	10–15	11000	Op	Op		13000	P38x9	DP38x9	Con 16H	6–4¾x5¾	BL 707	A 7	No	TimSW420W	w/2F	R	Opt	Opt	10½x3x⅛	T
64	45SFD6	6	10–15	16900	Op	Op		15400	B9.75/22	DB9.75/22	Her HXC	6–5¼x6	BL 734	U 4	A 3	TimSD420W	2F	R	8.15	Opt	10½x3x⅛	T
65	Day Elder 150		3	1045	159	189	15000	5400	B6.50/20	DB6.50/20	Her JXB	6–3½x4½	WG T9	U 4	No	Tim SBT75	BF	H	5.66	36.2	7x3¼x¼	C
66	285	4R	8	5295	205	234	29500	12000	B8.25/20	DB8.25/20	Her RXC	6–4⅝x5¼	BL 534	U 4	No	Ti SWD251H	WF	R	7.50	47.6	10x3¾x⅛	C
67	345	4R	10	6395	205	234	34500	12500	B9.00/20	DB9.00/20	Her RXC	6–4⅝x5¼	BL 534	U 4	No	TiSWD320W	WF	R	8.50	54.0	10x3¾x⅛	C
68	402	4R	12	7495	205	234	40200	14200	B9.75/20	DB9.75/20	Her RXC	6–4⅝x5¼	BL 725	U 5	No	TiSWD420W	WF	R	9.0	63.6	10x3¾x⅛	C
69	Diamond T 801	4R	4	4140	189	219	21000	8500	P36x8	P36x8	Her YXC	6–4⅝x4¾	BL 55	A 7	No	Own	WF	R	Opt	Opt	6½x3x¼	P
70	1201	4R	6	5600	180	210	28000	11000	P34x7	DP34x7	Her RXB	6–4½x5¼	BL 60	A 7	No	Tim SW200	WF	R	Opt	Opt	9x3½x¼	P
71	1602	4R	8	6400	175	210	36000	11700	P36x8	DP36x8	Her RXC	6–4⅝x5¼	BL 60	A 7	No	Tim SW320	WF	R	Opt	Opt	9x3½x¼	P
72	1603	4R	8	7500	184	224	36000	12500	P36x8	DP36x8	Wau 6RB	6–5x5¾	BL 70	A 7	No	Tim SW320	WF	R	Opt	Opt	9x3½x¼	P
73	Dodge G850	2C	1½–4	935	153	153	12000	3650	B6.00/20	P32x6	Own	6–3¼x4¼	Own	U 4	No	Own	SF	H	5.85	36.1	7⅞x2⅝x⅜	C
74	Bros FS75	2C	3–9	3995	221	221	30000	8350	B9.00/20	DB9.00/20	Own	6–3⅝x5	Own	U 4	No	Own	SF	H	7.13	48.2	10x3¼x⅓	C
75	Fageol 226HP	2R	5–6	3150	195	220	22600	7600	B7.50/20	DB7.50/20	Wau 6–90	6–3⅝x4⅜	BL234	U 4	No	Tim SBT151	BF	R	7.4	47.4	6x3x⅓	T
76	326HP	2R	6–8	4350	195	220	30400	9700	B9.00/20	DB9.00/20	Wau 6–110	6–4¼x4¾	BL524	U 4	No	Tim SBT251	BF	R	7.8	56.8	8x3x⅓	T
† 77	8-46HP	4R	8	7800	195	220	40500	11400	B9.75/20	DB9.75/20	Wau 6–125	6–4⅝x5½	BL 734	U 4	A 3	Tim Own	WF	R	5.7	120.	8x3½x⅛	T
† 78	8-46AL	4R	8	8500	195	220	40500	11950	B9.75/20	DB9.75/20	Wau 6–125	6–4⅝x5½	BL 734	U 4	A 3	Tim Own	WF	R	5.7	120.	15x4x⅜	T
† 79	10-46RB	4R	10	9000	232	232	56000	15300	B9.75/20	DB9.75/20	Wau 6RB	6–5x5¾	BL 734	U 4	A 3	Tim Own	WF	R	6.2	135.	8¼x4x⅜	T
† 80	10-46AL	4R	10	10000	232	232	56000	13200	B9.75/20	DB9.75/20	Wau 6RB	6–5x5¾	BL 734	U 4	A 3	Tim Own	WF	R	6.2	135.	15x4x⅜	T
81	Federal 22	4R	3	1670	172	198	15000	5000	B6.00/20	DB6.00/20	Her JXB	6–3⅝x4¼	WG T9	U 4	No	Cla B412	SF	R	6.38	40.8	8½x2⅞x⅓	TL
82	21	2R	3	1420	172	198	15000	4800	B6.00/20	DB6.00/20	Her JXB	6–3⅝x4¼	WG T9	U 4	No	Cla B412	SF	R	6.38	40.8	8½x2⅞x⅓	TL
83	36	2R	4½	2975	192	218	24000	7700	B7.50/20	DB7.50/20	Wau 6MK	6–4¼x4¾	Cla R908	U 5	No	Cla B642	SF	H	7.16	58.2	10x3½x¼	TL
84	37	4R	4½	3350	192	218	24000	8100	B7.50/20	DB7.50/20	Wau 6MK	6–4¼x4¾	Cla R908	U 5	No	Cla B642	SF	H	7.16	58.2	10x3½x¼	TL
85	FWD MX6	6	10–15	12255	200	Op	48000	17800	B13.50/20	B13.50/20	Wau RB	6–5x5¾	BL 714	U 4	A 2	Wis 131TW	2F	H	8.36	173.	10x3x⅜	C
86	X6	4F	6–10	7385	170	Op	36000	12000	B9.75/20	DB9.75/20	Wau SRK	6–4⅝x5½	Own U	A 5	Op	Own X	BF	H	7.35	73	7x3x⅜	C
87	Hendrick'n 21D	4R	2–6	3500	Op	Op	21000	6800	B7.50/20	DB7.50/20	Wau 6–90	6–3⅝x4¾	Fu 5-A-38	U 5	No	Own 985	SF	H	Opt	Opt	8x3x⅞	
88	25D	4R	3–8	3900	Op	Op	25000	8000	B8.25/20	DB8.25/20	Wau 6–110	6–4x4¾	Fu 5-A 38	U 5	No	Own 985	SF	H	Opt	Opt	8x3x⅞	
89	32D	4R	4–9	4900	Op	Op	32000	10500	B9.00/20	DB9.00/20	Wau 6–110	6–4x4¾	Fu 5-A 38	U 5	No	Own 2513X	SF	R	Opt	Opt	8x3x⅞	
90	38D	4R	5–12	6600	Op	Op	38000	11200	B9.75/20	DB9.75/20	Wau 6–125	6–4⅜x5½	Fu 5-A-53	U 5	No	Own 2513X	SF	R	Opt	Opt	8x3x⅞	
91	40D	4R	12	8000	Op	Op	40000	13200	B9.75/20	DB9.75/20	Wau 6–125	6–4⅜x5½	Fu 5-A-53	U 5	No	Eat 44000	2F	R	Opt	Opt	8x3x⅞	
92	44D	4R	12	9000	Op	Op	44000	14000	B9.75/20	DB9.75/20	Wau 6RB	6–5x5¾	BL 70-7	A 7	No	Eat 44000	2F	R	Opt	Opt	8x3x⅞	
† 93	Hug 97LD	4R	7½	8120	148	148	50000	12990	B10.50/20	DB10.50/20	Bud L525	6–4½x5½	Fu 5A530	U5	A 2	Wis SD310AH	2F	R	9.11	133.	9x4½x⅞	T
† 94	99	4R	10	9650	148	148	64500	15100	B10.50/20	DB10.50/20	Bud GF6	6–4¾x6	BL 714-703	U 4	A 3	Wis SD420AW	2F	R	10.3	139.	9x4½x⅞	T
95	Ind. 95SBT-151	2C	3	1875	168	186	20000	6125	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SBT151	SF	T	7.4	45.8	7⅞x2½x⅛	T
96	95SW 75	4R	3	1900	168	186	20000	5800	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SW75	WF	T	7.4	45.8	7⅞x2½x⅛	
97	17ASW151	4R	3	3450	188	212	24000	7500	B8.25/20	DB8.25/20	Her WXC	6–4x4½	BL 3341	U 4	Op	Tim SW151	WF	T	6.4	403.	8¼x3x⅛	
98	17SBT251	2C	4	3500	188	224	28000	8850	P34x7	DP34x7	Her YXC	6–4⅝x4¾	BL 524	U 4	Op	Tim SBT251	SF	T	6.1	37.8	8¼x3x⅛	TL
99	17SW251	4R	4	3900	188	224	28000	9500	P34x7	DP34x7	Her YXC	6–4⅝x4¾	BL 524	U 4	Op	Tim SW251	WF	T	6.2	38.1	8¼x3x⅛	TL
100	16X6	6	3	5650	170	...	20000	8000	B7.00/20	DB7.00/20	Her RXB	6–4½x5¼	BL 5351	U 4	U 2	Wis	2F	H	4.66	30.8	8x3x¼	C
101	18X6	6	3½	6650	170	...	28000	10500	B8.25/20	DB8.25/20	Her RXC	6–4⅝x5¼	BL	U 4	A 2	Wis	2F	H	7.83	110.	8¼x3x⅛	C
102	20X6	6	4½	8950	188	...	36000	14000	B9.00/20	DB9.00/20	Her HXC	6–5¼x6	BL	U 4	A 2	Wis	2F	R	8.95	84.0	9x3x¼	C
103	22X6	6	5	12100	200	...	40000	16000	B9.75/20	DB9.75/20	Her HXD	6–5½x6	BL	U 4	A 2	Wis	2F	R	9.11	86.0	8¼x3⅛x⅝	C
104	Ken 898BT	2C	7	2380	188	224	25500	7350	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 234	U 4	Op	Tim SBT151	SF	A	7.4	45.5	8x3x¼	TL
105	1278SBT	2C	8	3450	188	224	26000	8000	B8.25/20	DB8.25/20	Her WXC2	6–4¼x4½	BL 334	U 4	Op	Tim SBT151	SF	A	7.4	45.5	8x3x¼	TL
106	1468BT	2C	9	4250	188	224	33000	9000	B9.00/20	DB9.00/20	Bud K393	6–4¼x4¾	BL 334	U 4	Op	Tim SBT251	SF	A	7.8	48.	8x3x¼	TL
107	D–146–8W		9	7500	210	240	33000	10500	B9.00/20	DB9.00/20	Bud 6D–415	6–4x5½	BL 5341	U 4	Op	TimSW251sw	SF	T	7.5	47.6	8x3x¼	T
108	186SDT	2C	10	6450	205	235	38000	10500	B9.00/20	DB9.00/20	Her YXC2	6–4½x4¾	BL 1551	U 4	A 3	Tim Sdt310w	2F	H	7.33	104.	9x3x¼	T
109	241SDT	2C	10	6850	205	235	40500	11000	B9.00/20	DB9.00/20	Her RXB	6–4½x5¼	BL 714	U 4	A 3	Tim Sdt310w	2F	H	7.33	85.5	9x3x¼	
110	D–346–C	4R	10	10250	210	240	40500	14300	B9.75/20	DB9.75/20	Cum HA6	6–4½x6	BL 714	U 4	A 3	TimSW320W	WF	H	6.8	92.	8x3x¼	C
111	346A	4R	10	8800	210	240	40500	13000	B9.75/20	DB9.75/20	HaS 160	6–4½x5½	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	84.5	8x3x¼	
112	346B	4R	10	8550	210	240	40500	13000	B9.75/20	DB9.75/20	Bud GF-6	6–4¾x6	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	98.4	8x3x¼	C
113	346C	4R	10	9500	210	240	40500	14000	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	98.4	8x3x¼	C
114	386C	4R	10	10200	210	240	50100	14500	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 714	U 4	A 3	Tim SW410w	WF	H	7.60	103.	8x3x¼	C
115	Kleiber 81		5	1900	180	190	20000	6500	P32x6	DP32x6	Her JXB	6–3⅝x4¼	BL 2241	U 4	No	Tim SBT 75	BF	R	5.14	32.	7½x3¼x¼	C
116	121		7	2800	190	200	26000	8500	B8.25/20	DB8.25/20	Con 18R	6–4x4½	BL 3241	U 4	No	Tim SBT 151	BF	R	6.17	33.4	7½x3¼x¼	C
117	141		9	3950	200	210	33000	9500	B9.00/20	DB9.00/20	Con 21R	6–4⅜x4¾	BL 5241	U 4	No	Tim SBT251	BF	R	6.84	41.	7½x3¼x¼	C

†—Denotes new model or change in specifications.

Line Number	Engine Details: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Feed	Electrical: Ignition System Make	Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Front Axle: Make and Model	Steering Gear Make	Brakes: Service: Make, Location, Operation	Lining Area	Drum Material	Hand Location, Type	Body Mounting Data: Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Springs: Front	Rear	Auxiliary Type
1	360	4.4	240	40.8	90-2500	L	C	C	7-2⅝	11 11/16	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F56B	Ros	L4IH	345	a	TX	Opt	Opt	34	40x2½	54x3	½
2	360	4.4	240	40.8	90-2500	L	C	C	7-2⅝	11 11/16	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F-75AB	Ros	L4IH	345	a	TX	Opt	Opt	34	40x2½	54x3	½
3	428	4.6	308	45.9	118-2600	H	C	A	7-2¾	13	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F211	Ros	L4IHV	660	a	TD	Opt	Opt	34	40x2½	54x3	½
4	500	4.5	340	48.6	138-2500	H	C	A	7-2¾	13 1/16	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F311	Ros	L4IHV	768	a	TD	Opt	Opt	34	46x3	54x3	½
5	251	4.5	160	25.6	50-2000	H	G	C	3-2 1/16 r	8	PC	No	Zen	V	AL	AL	D.DG	Pe	Blo	Own H	Ros	OT/4XM	238	G	2I	112	81	36	42¾x2½	52¾x2½	½
6	315	4.5	200	33.7	72-2500	L	G	C	7-2⅝	12⅜	PC	Wa	Zen	V	NE	NE	D.BL	Pe	Blo	Own H	Ros	OT/4XM	252	G	2I	115½	81½	36	42¾x2½	52¾x2½	½
7	381	4.5	240	40.8	85-2400	L	G	C	7-2⅝	12⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	126	86	36	42¾x2½	52¾x2½	½
8	398	4.0	210	36.1	56-1350	T	G	C	3-2	12	PC	Pe	Str	G	NE	NE	O.ME	Mc	Blo	Own B	Ros	OT/4XM	238	G	2I	130	93	36	42¾x2½	52¾x2½	N
9	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	O.HS	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	N
10	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ha	OT/4XM	238	G	4X	132	93	36	42¾x2½	52¾x2½	½
11	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	V	NE	NE	O.HS	Pe	Blo	Own M	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	½
12	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ha	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	N
13	517	4.6	330	51.3	110-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	½
14	517	4.6	330	51.3	110-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ros	O4TB	722	G	4X	132	93	36	42¾x2½	54¾x2½	½
15	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ros	O4IM	722	G	4D	Opt	Opt	42	42¾x2½	52x4	N
16	677	4.4	460	60.	145-2000	L	G	H	4-3½	11⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	N
17	462	5.2	330	45.9	125-2500	F	G	H	7-3	13⅞	PC	Wa	Zen	P	NE	NE	O.ME	Pe	Blo	Own U	Ros	O4A	610	G	T4	107	80	34	42¾x2½	52¾x2½	N
18	462	5.2	330	45.9	125-2500	F	G	H	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 1237	Ros	4A	610	G	T4	97¼	67¼	34	48x3½	52x3½	N
19	282	5.4	176	33.8	73-2800	L	G	A	7-2⅝	10 11/16	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IH	...	G	CD	92	56	34	37x2¼	54x2½	N
20	298	4.7	190	33.7	70-2600	L	G	A	7-2⅝	13¼	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IH	...	G	CD	92	56	34	37x2¼	54x2½	N
21	361	4.7	235	38.4	82-2400	L	G	A	7-2⅝	13¼	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	...	G	CD	108	73¼	34	39½x2½	54x3	N
22	428	4.5	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4JHV	...	G	CD	120	72	34	44x3	50x4	N
23	478	4.4	315	51.3	104-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Tim	Ros	L4IHV	918	G	CD	120	72	34	44x3	50x4	N
24	707	4.5	455	60.	148-2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	...	G	CD	144	88	34	44x3	50x4	N
25	779	4.5	505	66.2	163-2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	Ws4IA	...	G	CD	168	100	34	44x3	50x4	N
26	228	5.1	156	27.3	68-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	TWH	Ros	L4IH	267	a	FX	88	52	34	42x2½	50x2½	½
27	282	5.3	193	33.7	84-2800	L	G	A	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	TWH	Ros	L4IH	281	a	FD	88	52	34	42x2½	50x2½	½
28	339	5.0	235	38.4	94-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	TWH	Ros	L4IHV	342	a	FD	119	72	34	44x3	52x3	½
29	383	5.0	265	43.3	106-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	TWH	Ros	L4IHV	384	a	FD	119	72	34	44x3	52x3	½
30	383	5.0	265	43.3	106-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	W2/4IA	328	a	FD	119	72	34	44x3	52x3	½
31	428	4.4	280	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	W2/4IA	328	a	FD	109	72	34	44x3	52x3½	½
32	478	4.4	320	51.3	104-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	W2/4IA	410	a	FD	109	72	34	44x3	52x3½	½
33	529	4.9	350	51.3	114-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	W2/4IA	380	a	FD	109	72	34	44x3	52x3½	½
34	707	4.5	460	60.0	148-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws2/4IA	380	a	FD	121	84	34	52x4	54x4	½
35	779	4.5	508	66.2	164-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws2/4IA	380	a	2FD	140	102	34	52x4	54x4	½
36	263	5.4	164	31.5	68-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Ch	MM	Own JB	Ros	L4IH	280	P	TX	93½	64	34	42x2½	50x2½	½
37	282	5.3	176	33.7	73-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Ch	MM	Own JC	Ros	L4IH	280	P	TX	93½	64	34	42x2½	50x2½	½
38	282	5.3	176	33.7	72-2500	L	G	C	7-2½	10 11/16	PC	Ha	Str	M	RB	LN	D.BL	Mo	Blo	Own LB	Ros	O4XM	142	C	2I	112¼	82	34	44x2½	50x3	N
39	339	4.7	210	38.4	70-2000	L	G	C	7-2⅝	13¼	PC	Ha	Str	M	RB	LN	D.BL	Mo	Blo	Own LC	Ros	O4XM	142	G	2I	112¼	82	34	44x2½	50x3	½
40	383	4.7	265	43.3	91-2000	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own B3S	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
41	383	4.7	265	43.3	91-2000	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own B3D	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
42	453	4.4	297	48.6	95-2000	L	G	C	7-3	15	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own C3S	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
43	453	4.4	297	48.6	95-2000	L	G	C	7-3	15	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own C3D	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
44	500	4.9	330	48.6	106-2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own FC	Ros	B4IMV	666	G	TX	112¼	82	34	44x2½	50x3	½
45	529	4.9	350	51.3	112-2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own FB	Ros	B4IMV	666	G	TX	112¼	82	34	44x2½	50x3	½
46	529	4.9	350	51.3	112-2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own FD	Ros	B4IMV	666	G	TX	112¼	82	34	44x3	50x4	½
47	677	4.5	440	60.0	142-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	LN	LN	dp.BL	Ch	Blo	Own BG3	Ros	B4IMV	666	G	FD	119	85	36	48x3½	52x4	½
48	855	4.5	555	72.8	180-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	LN	LN	dp.BL	Ch	Blo	Own GD	Ros	B4IMV	666	G	FD	119	85	36	48x3½	52x4	½
49	381	4.5	240	40.0	85-2200	L	G	C	7-2⅝	12⅜	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FN	Ros	O4FXM	450	D	FM	126	84	34	48x3	48x3	½
50	462	4.5	300	46.0	100-2000	L	G	C	7-3	13⅞	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FM	Ros	O4FXM	450	D	FM	126	84	34	48x4	48x4	½
51	517	4.5	330	51.0	110-2000	L	G	C	7-3	13⅞	PC	Ow	Zen	V	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	114	84	36	52x4	52x4	½
52	517	4.5	330	51.0	110-2000	A	C	C	7-3	13⅞	PC	Ow	Zen	V	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x4	½
53	677	4.5	440	60.0	150-2000	L	G	C	7-3½	10⅜	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x4	½
54	677	4.5	440	60.0	150-2000	L	G	C	7-3½	10⅜	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x5	½
55	360	4.5	240	40.8	90-2500	H	G	N	7-2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spi	Shu 15692B12	Ros	L6IHV	708	G	CD	210	125	34¼	40x2½	52x4	N
56	360	4.4	240	40.8	90-2500	L	C	C	7-2⅝	11 11/16	FP	Op	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F75AB	Ros	L6IH	459	a	TD	Opt	Opt	34	40x2½	46x3	N
57	420	5.2	300	44.4	130-2800	L	G	A	5-2¾	12¾	FP	Ly	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F75AB	Ros	Ws6IA	459	a	TD	Opt	Opt	34	40x2½	46x3	N
58	381	4.6	276	40.0	106-2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000tw	Ros	Ws6IA	459	a	TD	Opt	Opt	34	40x2½	56x4	½
59	428	4.6	276	45.9	118-2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000tw	Ros	Ws6IA	525	a	TD	Opt	Opt	34	46x3	56x4	½
60	500	4.5	340	48.6	138-2500	H	C	A	7-2¾	13 1/16	FP	Op	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F211W	Ros	Ws6IA	525	a	TD	Opt	Opt	34	46x3	56½x4	N
61	428	4.6	276	45.9	118-2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27450W	Ros	Ws6IA	536	a	TD	Opt	Opt	34	46x3	66x4	½
62	707	4.5	460	60.0	150-2000	L	G	A	7-3½	17	FP	Op	Str	M	DR	DR	dp.BL	Pe	Spi	Wis F311W	Ros	Ws61A	536	a	TD	Opt	Opt	34	46x3	66x4	½
63	611	4.5	384	54.1	127-2300	L	G	A	7-3	13 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27450W	Ros	Ws6IA	720	a	TD	Opt	Opt	34	46x3	66x4	½
64	779	4.5	508	66.2	164-2000	L	G	A	7-3½	17	FP	Op	Str	M	DR	DR	dp.BL	Pe	Spi	Wis F311W	Ros	Ws6IA	720	a	TD	Opt	Opt	34	46x3	66x4	½
65	263	4.4	164	31.5	68-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	GO	Spi	Tim 30000H	Ros	L6IH	422	a	XF	180	111	33½	40x2¼	46x3	½
66	529	4.4	350	51.3	114-2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450H	Ros	L6IH	842	a	DF	213	120	33	46x3	64x4	½
67	529	4.4	350	51.3	114-2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450W	Ros	Ws61A	1014	a	DF	213	120	33	46x3	64x5	½
68	529	4.4	350	51.3	114-2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450W	Ros	Ws6IA	1014	a	DF	213	120	33	45x3	64x5	½
69	428	4.4	280	45.9	93-2200	L	G	C	7-3	14	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpP	Shu 5582B	Ros	L6IHV	571	a	TD	162	103	34	45¼x2½	58x4	N
70	501	4.4	330	48.6	111-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpB	Shu 678	Ros	Ws4IA	238	a	TD	162	100¼	37	46x3	50x4	N
71	529	4.4	350	51.3	114-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpB	Shu 678	Ros	Ws4IA	238	a	TD	138¾	94¾	37	46x3	50x4	N
72	707	...	455	60.0	148-2000	L	G	C	7-3½	17	PC	Ha	Zen	M	LN	LN	D.BL	GO	SpB	Shu 678	Ros	Ws4IA	238	a	TD	141	93	37	46x3	50x4	N
73	211	5.3	130	25.3	60-3100	L	C	S	4-2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O6IHV	273	a	TX	117½	50½	34½	36x1¾	43⅜x3	N
74	309	4.7	198	21.0	96-3000	L	G	S	7-2⅝	11¾	CC	Ha	Det	M	DR	DR	P.BB	Fe	Own	Own	Jac	O6IHV	657	a	CD	218 1/16	114 11/16	34⅜	42x3	56¼x4	N
75	255	5.3	182	27.3	90-3200	F	G	A	4-2⅝	7 11/16	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 31000H	Ros	L4IHV	557	G	TX	168	115½	34	37x2½	56x4	N
76	358	5.2	254	38.4	110-2800	F	G	A	7-2⅞	12¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35020H	Ros	L4IHV	643	G	FD	168	115½	34	41x2½	56x4	N
77	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 26450N	Ros	Ws4rIA	504	H	FD	168	114⅝	33½	41x3	46x3½	N
78	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 26450N	Ros	Ws4rIA	504	H	FD	168	114⅝	33½	41x3	46x3½	N
79	677	4.4	440	60.	125-1800	L	G	A	4-3½	11⅜	CC	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 27050N	Ros	Ws4rIA	630	H	FD	214¼	144⅞	33½	42½x3	49½x4	N
80	677	4.4	440	60.0	125-1800	L	G	A	4-3½	11⅜	CC	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 27050N	Ros	Ws4rIA	630	H	FD	214¼	144⅞	33½	42½x3	46x3½	N
81	263	5.4	164	31.5	67-2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Tim 31020H	Ge	L6IH	384	a	TX	143	86½	34	38x2½	45x3	N
82	263	5.4	164	31.5	67-2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P BB	Lo	Spi	Tim 31020H	Ge	L6IH	384	a	TX	143	86½	34	38x2½	45x3	N
83	381	4.8	240	40.8	85-2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L6IHV	485	a	FD	168	99½	34	42x2½	44x3	N
84	381	4.8	240	40.8	85-2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L6IHV	485	a	FD	168	99½	34	42x2½	44x3	N
85	677	5.2	460	60.0	125-2000	L	G	H	4-3½	11⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B6IMV	504	G	T4	220	145	34	48x3½	40x5	N
86	517	4.5	330	51.3	110-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ros	B6IA	864	G	4I	180	137	36	42¾x2½	44x3	N
87	255	4.6	182	27.3	90-3200	F	G	C	4-2⅝	6 11/16	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 33000H	Ros	L4IHV	295	p	TD	Opt	Opt	34	40⅛x3½	31x3	N
88	358	4.6	254	38.4	110-2800	F	G	C	7-2⅝	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 33000H	Ros	L4IHV	295	p	TD	Opt	Opt	34	40⅛x3½	31x3	N
89	358	4.6	254	38.4	110-2800	F	G	C	7-2⅝	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 35000H	Ros	L4IHV	504	G	TD	Opt	Opt	34	40⅛x3½	35½x4	N
90	462	4.6	324	45.9	125-2600	F	G	C	7-3	13⅞	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 27450	Ros	L4IHV	504	G	TD	Opt	Opt	34	43x3½	35½x4	N
91	462	4.6	324	45.9	125-2600	F	G	C	7-3	13⅞	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Blo	Tim 27450	Ros	Ws4IA	780	G	TD	Opt	Opt	34	43x3½	35½x4	N
92	677	4.6	440	60.0	126-1850	L	G	C	4-3½	10 1/16	PC	Wa	Zen	M	DR	DR	D.BL	Ch	Blo	Tim 27450	Ros	Ws4IA	788	G	TD	Opt	Opt	34	43x3½	35½x4	N
93	525	4.7	336	48.6	111-2200	L	G	B	7-3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 715	Ros	L4rIH	720	G	TD	139	88¼	38	41⅞x3	53x4	N
94	638	4.3	410	54.1	126-1850	L	G	C	4-3	10 1/16	FP	Pe	Zen	M	AL	DR	dp.BL	Yo	Blo	Shu 1679	Ros	Ws6IA	806	G	TD	139	88¼	38⅛	41⅞x3	53x4	N
95	282	5.3	186	33.7	73-2800	L	G	A	7-2½	10 11/16	PC	No	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L6IHV	559	G	TX	140	83	34	37x2¼	52x4	N
96	282	5.3	186	33.7	73-2800	L	G	A	7-2½	10 11/16	PC	No	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L6IHV	459	G	TX	140	83	34	37x2¼	44x3	N
97	339	4.7	210	38.4	76-2400	L	G	A	7-2⅝	13¼	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L41HV	559	G	CD	168	101	34⅛	39½x2½	52x4	N
98	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L6IHV	625	G	CD	168	101	34⅛	40x2½	52x4	N
99	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L6IHV	625	G	CD	168	101	34⅛	40x2½	52x4	N
100	501	5.0	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L6IHV	...	G	CD	142	87¼	34	39½x2½	54x3	N
101	529	4.9	350	51.3	115-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L6IHV	...	G	CD	142	87¼	34	44x3	52x4	N
102	779	4.5	505	66.2	163-2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	Ws6IA	...	G	CD	144	88	34	44x3	42x4	N
103	855	4.5	555	72.8	180-2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	Ws6IA	...	G	CD	168	100	34	44x3	42x4	N
104	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L6IHV	536	a	TX	168	102	31½	38x2¼	52x4	N
105	361	4.4	235	40.8	83-2400	L	G	A	7-2⅝	13¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L6IHV	536	a	FD	168	102	31½	38x2½	52x4	N
106	393	4.9	260	42.1	103-2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L6IHV	654	a	FD	168	102	31½	38x2½	52x4	N
107	415	...	...	38.4	93-2000	H	G	A	7-3	11½	FP	Pe	No	B	No	LN	P.BL	Pe	Spi	Tim35120Tw	Ros	Ws6IA	781	A	FD	192	120	31½	42x3	52x4	N
108	453	4.7	300	48.6	98-2200	L	G	A	7-3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
109	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
110	672	...	420	57.	125-1800	H	G	C	7-3¼	13⅜	FP	Cu	No	C	No	LN	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
111	418	4.4	322	43.3	125-2400	H	C	A	4-2¾	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
112	638	4.3	410	54.1	126-1850	L	G	C	4-3	10 1/16	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
113	707	4.4	506	60.0	170-2000	H	C	A	7-3¼	11 1/16	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
114	707	4.4	506	60.0	170-2000	H	C	A	7-3¼	11 1/16	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
115	263	5.4	164	31.5	70-3000	L	G	C	7-2½	10 11/16	PC	No	Str	M	DR	DR	P.BL	Ow	Spi	Tim 30000H	Ros	L6IHV	412	G	TD	168	104	34	38x2½	47x3	N
116	339	4.2	212	38.4	90-2700	H	C	C	7-2¾	13 1/16	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L6IHV	559	G	TD	170	108	34	38x2½	56x4	N
117	427	4.2	270	45.9	118-2500	H	C	C	7-2¾	13 1/16	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L6IHV	654	G	TD	180	118	34	38x2½	56x4	N

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL See Keynoter						TIRE SIZE		MAJOR UNITS										FRAME	
											ENGINE		TRANSMISSION			REAR AXLE			GEAR RATIOS			
			Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. Stripped	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	In High	In Low	Side Rail Dimensions	Type
1	La Fran-R. . Q6	4R	9–12	11605	216	260	40000	14900	10.50/20	DB10.50/20	Own 312B	12–4x5	BL 714	U 4	No	Tim SWD410	WF	..	Opt	Opt	12x3½x¼	L
2	Le Moon (9) 701	4R	5–6	4475	187	199	.....	8500	B8.25/20	DB8.25/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	Ti 63703-97H	WF	R	6.20	43.8	7x4x¼	B
3	.....(9) 801	4R	6–7	5100	187	199	.....	9720	B9.00/20	DB9.00/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	Ti 63703-97H	WF	H	6.75	47.7	7x4x¼	B
4	802	4R	6–7	5350	187	199	.....	9800	B9.00/20	DB9.00/20	Wau 6SRL	6–4½x5½	Fu VUOG	U 5	No	T65703-97tW	WF	H	6.75	47.1	7x4x¼	B
5	900	4R	7–8	6775	191	203	.....	12000	B9.75/20	DB9.75/20	Wau 6SRL	6–4⅜x5½	BL 607	A 7	No	Tim SW310W	WF	H	9.25	86.9	9x4x¼	B
6	1000	4R	8–10	7950	196	208	.....	12600	B9.75/24	DB9.75/24	Wau 6AB	6–4½x5¾	BL 714	U 4	3	Tim SW310W	WF	H	9.25	128.	9x4x¼	B
7	1200	4R	10–12	8500	196	208	.....	14000	B9.75/24	DB9.75/24	Wau 6RB	6–5x5¾	BL 714	U 4	3	Tim SW410W	WF	H	9.25	128.	9x4x¼	B
8	.....1200D	4R	10–12	9750	196	208	.....	14000	B9.75/24	DB9.75/24	Cum.Die.H6	6–4⅞x6	BL 735	U 5	No	Tim SW410W	WF	H	7.6	47.6	9x4x¼	B
♦ 9	Mack.....BX	4R	8–15	7950	178	207	.....	12100	B8.25/22	DB8.25/22	Own CF	6–4¼x5½	Own BX	U 4	No	Own BX6	2F	A	6.53	46.0	9½x3x¼	C
♦ 10	.....BQ	4R	8–15	9350	224	248	.....	14500	B9.75/22	DB9.75/22	Own BQ	6–4¾x5¼	Own AC	A 4	No	Own BX6	2F	A	6.54	41.9	10½x3x¼	C
♦ 11	.....AC	4R	8–15	8500	217	257	.....	14500	P40x8	DP40x8	Own BQ	6–4¾x5¾	Own AC	J 4	No	Own AC	CD	R	9.26	59.4	8¾x3x¼	C
12	.....AK	4R	8–15	9000	217	257	.....	15900	B9 75/22	DB9.75/22	Own BQ	6–4¾x5¾	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8¾x3x¼	C
♦ 13	.....AP	4R	8–15	10500	217	257	.....	14900	P40x8	DP40x8	Own AP	6–5x6	Own AC	J 4	No	Own AC	CD	R	9.26	59.4	8x3x¼	C
14	.....AP	4R	8–15	11000	217	257	.....	16400	B9.75/22	DB9.75/22	Own AP	6–5x6	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8¾x3x¼	C
15	Mar.-Her.TH310A-6	10		10000	193	229	.....	14070	B9.75/22	DB9.75/22	Her RXC	6–4⅜x5¼	Fu 5-A-53(	U 5	A 2	Own-Wis	2F	R	9.11	163.	8¼x3x¼	P
16	..(13)TH315	6	12–13	12500	198	234	.....	15420	B9.75/22	DB9.75/22	Her HXB	6–5x6	BL 724	U 4	A 3	Own-Wis	2F	R	9.11	163.	8¼x3x¼	P
17	..(13)TH320	6	15–18	14500	225	255	.....	18450	B10.50/24	DB10.50/24	Her HXC	6–5¼x6	BL 724	U 4	A 3	Own-Wis	2F	R	9.11	188.	10x3x¼	P
♦ 18	More-..ED25M	4R	7	4067	184	Op	25000	8900	B8.25/20	DB8.25/20	Her WXC3	6–4½x4	BL 334	U 4	No	Tim 65000	W	R	7.50	46.0	9¼x3½x¼	T
♦ 19	land. HD34M	4R	10	5869	220	Op	34000	11000	B9.00/20	DB9.00/20	Her RXB	6–4½x5¼	BL 524	U 4	No	Tim 65720	W	R	8.50	62.0	9¼x3¼x½	T
♦ 20	.....TD34	4R	10	7607	221	Op	34000	13250	B9.75/20	DB9.75/20	Con 16H	6–4½x5¾	BL 724	U 4	No	Tim 68720W	W	R	8.75	62.0	11x3¼x¼	T
21	SterlingFBT152	2R	8½	4580	174	204	30400	9500	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Own UC7	U 5	No	Own	BF	R	7.8	55.5	10x3¼x¼	L
22	.....FDT152	2R	8½	4705	174	204	30400	9700	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Own UC7	U 5	No	Own	2F	R	9.0	52.7	10x3¼x¼	L
23	.....FDS180	4R	8–10	8605	158	Op	36000	12850	P40x8	DP40x8	Wau AB	6–4½x5¾	Own UC8	U 4	A 3	Tim 310	2F	R	9.1	113.	15x3¼x¼	L
24	.....FDS200	4R	10–12	9130	159	Op	40000	13550	P40x8	DP40x8	Wau RB	6–5x5¾	Own UC8	U 4	A 3	Tim 410	2F	R	9.1	113.	15x3¼x¼	L
25	•.....FCS210	4R	15–18	10175	Op	Op	42000	14750	P40x8	DP40x8	Wau RB	6–5x5¾	Own UC8	U 4	A 3	Own	CD	R	9.5	59.6	15x3¼x¼	L
26	.....FDT200	2R	12–12½	7670	178	208	40000	12050	P40x8	DP40x8	Wau 6-125	6–4¾x5½	Own UC	U 4	Op	Own	2F	R	8.85	58.8	12x3¼x¼	L
27	.....FDT250	2R	16–16½	8855	186	216	50000	13550	P42x9	DP42x9	Wau RB	6–5x5¾	Own UC8	U 4	Op	Own	2F	R	8.85	55.5	15x3¼x¼	L
28	.....FCT180	2R	10–10½	7265	178	208	36000	11200	P36x8	DP36x8	Wau SRL	6–4¾x5½	Own UC	U 4	Op	Own	CD	R	8.2	54.5	12x3¼x¼	L
29	.....FCT200	2R	12–12½	7685	178	208	40000	11800	P40x8	DP40x8	Wau 6-125	6–4¾x5½	Own UC	U 4	Op	Own	CD	R	9.3	61.8	12x3¼x¼	L
30	Ward 440TC		15	11000	240	246	44000	14000	B9.75/22	DB9.75/22	Cu. Die. HA	6–4⅞x6	BL 735	A 5	No	Tim SDT420w	WF	R	6.42	40.4	14x3¼x¼	T
31	LaFr. 440TR		15	9350	240	246	44000	13700	B9.75/22	DB9.75/22	Wau RB	6–5x5¾	BL 735	A 5	No	Tim SDT420w	WF	R	6.42	40.4	14x3¼x¼	T
32	340TM		7½	4700	204	230	28000	9200	B8.25/20	DB8.25/20	Wau MK	6–4¼x4¾	BL 5352	U 5	No	Tim SBT251H	SF	T	Opt	Opt	12x3¼x¼	T
33	.400T5		12	7100	203	241	40000	13000	B9.75/20	DB9.75/20	Wau 6-125	6–4⅜x5½	BL 5352	U 5	No	Tim SWT320tw	WF	R	8.5	65.5	14x3¼x¼	T
34	Wht. 630SW251	4R	5–6	(12a)	193	205	.....	10000	B8.25/20	DB8.25/20	Own 7A	6–4⅛x5¼	Own 4B	U 4	No	Tim SW251	WF	R	6.75	44.2	8¼x3¼x¼	C
35	...642SW320	4R	7–9	(12a)	198	210	.....	12670	B9.00/20	DB9.00/20	Own 5A	6–4⅝x5¾	Own 10B	U 5	No	TimSW310W	WF	R	8.5	55.6	8½x3¼x¼	C
36	...643SW420	4R	9–11	(12a)	198	215	.....	14400	P40x8	DP40x8	Own 5A	6–4⅝x5¾	Own 10B	U 5	No	TimSW410W	WF	R	10.2	69.1	8½x3¼x¾	C

♦—Denotes new model or change in specifications.

Governors Throttle Costs

(CONTINUED FROM PAGE 25)

then choke them with a governor? From a volumetric efficiency standpoint you don't begin to realize their economies until you get them up to their high degree characteristics, so why do we throttle the engines?"

D. J. JEWETT, *maintenance superintendent, L. Bamberger, Newark, N. J.*—"I heartily agree with your thoughts, Mr. Lyon. The one question in my mind is: Where can we find a light delivery unit that hasn't an engine of that type—a 75 hp. motor when we want to use only about 40 hp.?"

MR. LYON: "The question in my mind is whether we are buying horsepower or torque. I buy torque. Just as soon as you put on your governor, you spoil your torque characteristics."

MR. HANSON (connection not revealed)—"I should say that in running your engine you will find that your maximum torque is always far below your maximum run. For that reason I would say that if you want fuel efficiency from your motor, govern it down to where you get the maximum torque or the maximum efficiency of the engine. In tests I have made I have found that fuel economy ceases at a certain speed."

MR. LYON: "I have never seen an engine in my life that at its peak of economy wasn't at its top characteristics."

E. L. BARNES, *maintenance superintendent, Kresge's, Newark, N. J.*—"It has been our practice to govern all jobs at the manufacturer's specifications. At that point we get the most efficient operation. As soon as we increase our gas and oil consumption goes up."

MR. LITTLE: "Perhaps I better explain my position in asking about the governor. Our cars are governed. The delivery problem outside of Chicago is a little different than it is in New York. We may start our deliveries near congested areas. Consequently we do not feel that a speed of 45 miles an hour is necessary, and we are governed at 35 miles an hour.

'We took 16 cars of the same make. Eight we governed and eight we did not, and we ran them for a year. We had an outside engineer come in and make a survey as to the value of the governor on the cars. I cannot give you the percentage of savings but it was enormous on tires and consumption of oil and gasoline. I grant that all of the conditions were not 100 per cent all the way, but taking the 16 cars we had a fair idea of what that operation meant.

"We have also had a reduction in our insurance as a result of our cars being governed. We are rather proud of our accident record, and we think that the use of governors has much to do with it. It has been brought out that it is difficult to get away quickly and that it is sometimes necessary to have all the speed possible. The question is: How often does a driver get into pinches like that? It is recognized with insurance companies with which we work, and who come and make our inspections and talk to our men, that the greatest number of accidents in our area is through speed."

H. K. FALLERIUS, *delivery superintendent, Bloomingdale's, New York*—"Of course, when we talk about governors in the old four-cylinder cars the basic reason we put on governors from the mechanical point of view was to keep the motor r.p.m. down within the point of vibration. We found that as soon as we approached the point of vibration and went over, great deterioration took place. We equipped the cars with governors in order to save the motors.

"When we got the sixes we found that we could run the motor r.p.m. a little higher before we approached the point of vibration. Although that occurred at a higher truck speed, we felt that the governor was essential to avoid the motor's tearing itself apart.

"I can't say very much with regard to the eight-cylinder jobs, not having had very much experience with them yet. But I will confirm what the gentleman from Marshall Field stated, that if his car is governed at 35 as compared with another car governed at 45, naturally he will get greater economies, because we do run into wind resistance, we do run into more tire wear, and we know that oil consumption will go up considerably more at 45 than it will at 35 miles an hour.

"In governing our cars on suburban

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	SYST. FUEL: Carburetors Make	SYST. FUEL: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	SERVICE: Lining Area	SERVICE: Drum Material	Hand Location, Type	BODY MOUNTING DATA: Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	SPRINGS: Front	SPRINGS: Rear	Auxiliary Type
1	754	5.1	510	76.7	240–2900	H	C	C	4–3½	10	PC	No	Zen	M	DR	DR	dp. Lo	Ow	Blo	Tim 27450tw	Ros	Ws6IA	782	Da	CD	111½	216	34	44x3	None	N
2	420	5.2	300	44.4	130–2800	L	G	C	5–2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6IHV	525	a	CD	162	108	34	39x2½	39x2½	N
3	420	5.2	300	44.4	130–2800	L	G	C	5–2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6IHV	633	a	CD	162	108	34	39x2½	46x3½	N
4	462	4.5	300	45.9	98–2000	L	G	A	7–3	13⅜	PC	Wa	Str	M	My	DR	D.Fu	Ch	Spi	Tim 35000tw	Ros	Ws6IA	711	a	CD	162	108	34	39x2½	46x3½	N
5	462	4.5	300	45.9	98–2000	L	G	A	7–3	13⅜	PC	Wa	Str	M	My	DR	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
6	549	4.5	332	48.6	100–2000	L	G	A	4–3½	11⅛	PC	Wa	Str	M	My	LN	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
7	677	4.6	460	60.0	127–2000	L	G	A	4–3½	11¾	PC	Wa	Str	M	My	LN	D.BL	Ch	Spi	Tim 27045tw	Ros	Ws4IA	792	a	CD	162	108	34	48x3½	53x4	N
8	672	17.1	420	57.0	125–1800	H	G	C	7–3¼	16½	FP	Ow	No	P	No	LN	dp BL	Ch	Spi	Tim 27045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
9	468	5.2	310	43.4	117–2400	L	G	C	7–3	12⅝	FP	Pe	Str	M	RB	NE	P. Ow	Ow	Spi	Own BX	Own	O6IA	974	a	FX	192	109	33½	54¼x2½	48x3½	N
10	611	5.7	398	54.2	128–2300	L	G	C	4–3½	10⅞	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own BQ	Ros	O6IA	902	a	FX	192	111	33¼	50x3½	48x3½	N
11	611	5.7	398	54.2	128–2300	L	G	C	4–3½	10⅞	FP	Ow	Str	M	RB	NE	P. Ow	Ow	Spi	Own AC	Ros	O6IA	930	a	FX	180	109	37⅝	48x3½	52x4	½
12	611	5.7	398	54.2	128–2300	L	G	C	4–3½	10⅞	FP	Ow	Str	M	RB	NE	P. Ow	Ow	Spi	Own AK	Ros	O6IA	1044	a	FX	180	109	38⅛	48x3½	52x4	½
13	706	4.4	427	60.0	138–1900	L	G	C	4–3⅞	11⅜	PS	Ow	Str	M	RB	NE	P. Ow	Ow	Spi	Own AK	Ros	O6IA	930	a	FX	180	109	38⅛	48x3½	52x4	½
14	706	4.4	427	60.0	138–1900	L	G	C	4–3⅞	11⅜	PS	Ow	Str	M	RB	NE	P. Ow	Ow	Spi	Own AK	Ros	O6IA	1044	a	FX	180	109	38⅛	48x3½	52x4	½
15	529	4.9	350	51.3	114–2200	L	G	A	7–3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws4/6IA	760	a	FD	152	102	34	44x3	46x4	½
16	707	4.5	460	60.0	148–2000	L	G	A	7–3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws4/6IA	760	a	FD	174	102	34	44x3	46x4	½
17	779	4.5	508	66.2	164–2000	L	G	A	7–3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws4/6IA	760	a	2FD	223	127	34	52x4	46x4	½
18	383	4.4	262	43.3	92–2400	L	G	C	7–2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L6IH	661	a	TD	192	101	34	41½x2½	43½x3½	½
19	501	4.9	330	48.6	110–2200	L	G	C	7–3	12½	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim26450TW	Ros	W6IA	898	a	TD	216	113	34	42x3	43½x4	½
20	611	4.5	384	54.1	127–2300	L	G	A	7–3	13⅛	PC	No	Zen	M	AL	AL	dp.BL	Lo	Cle	Tim 27050W	Ros	W6IA	960	a	TD	Opt	Opt	38	44x3	48x3½	½
21	358	5.0	254	38.5	110–2800	F	G	A	7–2⅛	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	L4IHV	596	a	CX	192	91	34	42x2½	57x4	N
22	358	5.0	254	38.5	110–2800	F	G	A	7–2⅛	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	L4IHV	596	a	CX	192	91	34	42x2½	57x4	N
23	549	4.5	330	48.6	99–2000	L	G	C	4–3½	11⅛	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	Ws4IA	576	a	CX	Opt	88	34	48x3	58x4	N
24	677	4.4	440	60.0	125–2000	L	G	C	4–3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	Ws4IA	792	a	CX	Opt	89	34	48x3	58x4	N
25	677	4.4	440	60.0	125–2000	L	G	A	4–3½	11⅜	CC	Ha	Zen	M	DR	DR	D .Ow	Mo	Spi	Tim 27450N	Ros	Ws4IA	792	s	CD	Opt	Opt	34	48x3	60x3½	N
26	462	5.5	324	45.9	125–2400	F	G	A	7–3	13⅜	CC	Ha	Zen	M	DR	DR	D.Ow	No	Spi	Tim 26450N	Ros	O4IA	792	a	CX	192	94	34	48x3	(10)	N
27	677	4.4	440	60.0	125–2000	L	G	A	4–3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O4IA	792	a	CX	192	93	34	48x3	(10)	N
28	462	4.5	300	45.9	102–2400	L	G	C	7–3	13⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O4IA	1152	s	JX	192	94	34	48x3	(10)	N
29	462	5.5	324	45.9	125–2400	F	G	A	7–3	13⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O4IA	1152	s	JX	192	94	34	48x3	(10)	N
30	672	17.0	420	57.0	125–1800	H	G	C	7–3¼	16½	CC	En	No	M	CI	LN	dp.BL	Pe	Spi	Tim 27452W	Ros	Ws6IA	1012	a	TD	255	148¼	34	42x3	46x4	N
31	677	5.5	465	60.0	145–2000	L	G	C	4–3½	11¼	FP	Wa	Zen	V	DR	LN	dp.BL	Pe	Spi	Tim 27452W	Ros	Ws6IA	1012	a	TD	255	148¼	34	42x3	46x4	N
32	381	4.6	242	40.8	85–2500	L	G	C	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L6IHV	651	a	TD	192	115	34	42x3	52x4	N
33	462	4.6	324	45.9	125–2600	F	G	A	7–3	13⅜	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim26450TW	Ros	Ws6IA	902	a	TD	192	116¼	34	42x3	46x4	N
34	434	4.9	275	42.0	105–2100	H	C	S	7–2¾	13⅜	FP	Ow	Zen	M	DR	DR	P. Ow	Ow	Spi	Own 6D	Ros	L4rIHV	697	a	CI	194⅛	109⅞	34⅛	42x3	51½x4	N
35	580	4.6	385	51.3	130–2050	H	C	S	7–3	15⅜	FP	Ow	Zen	E	LN	LN	dp. Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¾	34⅛	42x3	42x4	N
36	580	4.6	385	51.3	130–2050	H	C	S	7–3	15⅜	FP	Ow	Zen	E	LN	LN	dp. Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¾	34⅛	42x3	42x4	N

work at 45 miles an hour, I feel that we have two facts in mind. I should dislike to see one of our trucks operating on the road at 50 or 55 miles an hour. I think that is an excessive speed for any truck to operate on the highway. That brings in the point of safety work. I also feel that if we permit drivers to operate at any speed that the motor will develop we will get into high vibration periods and mechanical troubles will develop."

MR. LYONS: "Then from what I have heard here, it is quite apparent that the engines we put governors on are overpowered for their requirements. Therefore it goes back to the same old question of coordination of engine, transmission, rear end and the performance factors of the vehicle. If we bought vehicles that were adaptable to our requirements, we would not need governors."

MR. BARNES: "But we can't get that kind of vehicle. The greatest damage to our motors and cars is in second speed."

Safety Group Snubs Trucks

(CONTINUED FROM PAGE 12)

exceeding a length of 30 ft. and width of 80 in.

EVERY trailer or semi-trailer in excess of 3000 lb. gross weight must be equipped with adequate brakes (on all wheels), controlled from the cab and automatic in application in case of an accidental breakaway.

Service brakes on all vehicles must be adequate to effect a stop within 30 ft. at 20 m.p.h., and the hand brakes within 55 ft. at the same speed.

In the case of rear view mirrors the question arose where these should be placed on commercial vehicles. Interest in uniformity seemed to have waned at this point and no action was taken.

Trucks operating upon any highway outside a business or residence district must carry "not less than three flares or electric lanterns or other signals capable of continuously producing a warning light visible from a distance of at least 500 ft. for a period of at least 8 hr." Three portable reflectors are optional.

Periodical inspection of all motor vehicles shall be compulsory at least once each year but not more frequently than twice each year.

News of the Industry

(CONTINUED FROM PAGE 36)

Dugan Reelected

The following were elected officers and directors at a meeting of the Shuler Axle Co., Louisville, Ky., early this month:

Officers: W. E. Dugan, president and general manager; E. Gaillard, vice-president and treasurer; H. R. Silver, secretary.

Explosive Regulations Opposed

Truck operators appeared before Director W. P. Bartel of the Interstate Commerce Commission to oppose proposed regulation of truckmen engaged in interstate commerce of explosives. Transportation of Explosive Aet provides that the commission shall promulgate regulation of "common carriers." Of the 59 items in the act, serious objection was taken to four which regulated methods of transportation.

Ask Code Exemption

Associated Express & Truek Owners of New Jersey, a group of 23 firms operating in the northern part of the state, at a meeting in Washington early this month, asked exemption from the provision in the trucking code which provides that no employee whose full-time normal weekly hours for the week ending June 17, 1933, are reduced less than 15 per cent shall have his full-time weekly earnings reduced.

Ford Reduces Prices

Reductions of $10 to $15 in list prices of 1934 Ford V-8 passenger cars and $10 to $20 in list prices of Ford V-8 commercial cars and trucks were made effective by the Ford Motor Co. June 15.

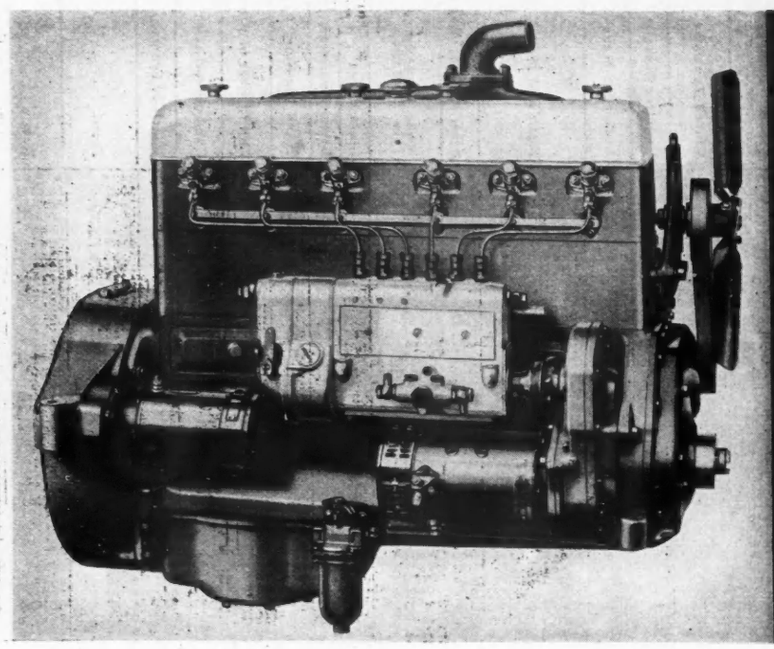
A Big Haul

Hi-jacking one truck is bad enough, but lifting a whole fleet is a record the police blotter should keep for posterity. The firm of Frederick Phillips, 3rd, Inc., with offices in Kensington, Pa., lost its entire fleet of four trucks and a light coupe when a gang of robbers tied up eight employees and drove away with their rather bulky loot from the company's garage in New York City early this month. Merchandise in the trucks alone was valued at $25,000.

Raymond Gillette Dies

Raymond B. Gillette, founder of the Gillette Rubber Co., Eau Claire, Wis., in 1914, died May 20, following a 10-day illness.

THE WAUKESHA-COMET



COMPRESSION IGNITION ENGINE

"IT DOES NOT SMOKE"—TOO MUCH TO CLAIM!

A previous advertisement appearing in this paper made the statement that the Comet Diesel doesn't smoke. This was a paraphrase of the remark made by an astonished observer to whom the engine was being demonstrated. On sudden, quick acceleration, he was surprised at the absence of smoke. But, like every other internal combustion engine, Diesel or gasoline, under certain conditions the Waukesha Comet Diesel can be made to smoke. However, these conditions are not normal, and it is our firm belief that the Waukesha Comet Diesel is freer from smoke than any other modern Diesel.

In truck and bus operation in European cities, the Comet type Diesel has been remarkably successful. The London General Omnibus Co., Ltd., has adopted it as the standard for Diesel power—an outstanding endorsement.

The Waukesha Comet Diesel utilizes a wider range of fuels than the ordinary type Diesel. And it operates smoothly . . . with none of the roughness usually associated with automotive Diesels. For city and interurban trucks and buses and heavy haulage trucks and tractors up to 20 tons gross rating, it is an efficient and economical alternate for the 75-100 hp. gasoline engines now used. *Write for Bulletin 913. Waukesha Motor Company, Waukesha, Wisconsin.*

WAUKESHA ENGINES

Catering to Canines

(CONTINUED FROM PAGE 24)

cents. A la carte menu offers beef hearts, beef liver, lamb, tripe, and tongue, fresh eggs, fish, and such beverages as lime water, skimmed milk, goat milk, haliveroil, and broth. Fresh vegetable plates for vegetarians, of course! The business is now valued at about $100,000, and in view of the fact, that birth control among dogs is not widespread, the outlook is promising.

"In retrospect," says Mr. Goff, "It occurs to me that if it were not for our trucks facilitating delivery to scattered customers, this business would not be economical. The potentialities of the business may best be judged from the fact that we have received inquiries for details from all over the country from people desiring to start a dog dinner business." In view of this statement, it would seem that truck salesmen would do well to encourage the idea, as it establishes an assured outlet for truck sales.

Cut Costs With Chalk

(CONTINUED FROM PAGE 27)

"We work on a system of having the drivers cooperate with us in maintaining the fleet and keeping down costs. That's the only way to really keep costs from soaring. Every driver must be interested in helping out.

"Now the blackboards keep them interested. We have tried using bulletins and other methods of reaching the drivers, but nothing works like having the figures out where they can see them all the time. When they know that their name is going to be up and their record shown for an entire year, they'll try to get a good space on the blackboard—human nature is like that."

BY using the blackboard for shopwork, Doppelmayr has found that he eliminates a lot of book work which would take up his time and keep him from properly supervising the fleet. The blackboard "keeps books" for him during the week and shows him and his helpers what must be done daily. It is not necessary to consult a ledger record to find out which units need greasing and which need oiling, as the information is out in the open where all may see it.

"Cooperation is the main thing in keeping a fleet running properly," said Doppelmayr. "We also stress this by a blue card on which the drivers tell us what work is needed on their trucks. Instead of using a conventional report card, we use a card which carries the idea of cooperation. This card reads: 'Believing that if you and I cooperate in reporting and repairing the small troubles, the large ones will not occur, I wish to report that Truck No. —— needs as follows:' Beneath this is a space for the driver's remarks."